

# NACOmatic

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NE Min	Alt#2	-	4
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	08K	-	128
	0B4	-	125
	0V3	-	176
	12K	-	293
	4V9	-	183
	8V2	-	40
	93Y	-	87
	9V5	-	269
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	AHQ	-	304
	AIA	-	31
	ANW	-	22
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	FNB	-	97
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	ODX	-	258
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OKS	-	262
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## INSTRUMENT APPROACH PROCEDURE CHARTS



## IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

## NAME ALTERNATE MINIMUMS

## AINSWORTH, NE

AINSWORTH MUNI ..... RNAV (GPS) Rwy 13<sup>1</sup>  
 RNAV (GPS) Rwy 17<sup>1</sup>  
 RNAV (GPS) Rwy 31<sup>1</sup>  
 RNAV (GPS) Rwy 35<sup>1</sup>  
 VOR Rwy 35<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2½.

## ALBION, NE

ALBION MUNI ..... NDB Rwy 33  
 RNAV (GPS) Rwy 15  
 RNAV (GPS) Rwy 33

NA when local weather not available.

## ALLIANCE, NE

ALLIANCE MUNI ..... RNAV (GPS) Rwy 8  
 RNAV (GPS) Rwy 12  
 RNAV (GPS) Rwy 26  
 RNAV (GPS) Rwy 30  
 VOR Rwy 30

NA when local weather not available.

## AURORA, NE

AURORA MUNI-  
 AL POTTER FIELD ..... RNAV (GPS) Rwy 16  
 RNAV (GPS) Rwy 34

NA when local weather not available.

## BEATRICE, NE

BEATRICE MUNI ..... RNAV (GPS) Rwy 17<sup>12</sup>  
 RNAV (GPS) Rwy 35<sup>12</sup>  
 VOR Rwy 13<sup>12</sup>  
 VOR Rwy 17<sup>3</sup>  
 VOR Rwy 35<sup>12</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>Categories A,B, 1000-2; Categories C,D, 1000-3.

## NAME ALTERNATE MINIMUMS

## BLAIR, NE

BLAIR MUNI ..... RNAV (GPS) Rwy 13  
 RNAV (GPS) Rwy 31

NA when local weather not available.

## BROKENBOW, NE

BROKEN BOW MUNI ..... RNAV (GPS) Rwy 14  
 RNAV (GPS) Rwy 32  
 VOR Rwy 14  
 VOR/DME Rwy 32

NA when local weather not available.

## CHADRON, NE

CHADRON MUNI ..... ILS Rwy 2<sup>12</sup>  
 NDB Rwy 20<sup>1</sup>  
 VOR/DME Rwy 2<sup>34</sup>  
 VOR/DME Rwy 20<sup>35</sup>

<sup>1</sup>NA when Chadron weather not available, except for operators with approved weather reporting service.

<sup>2</sup>ILS, 700-2.

<sup>3</sup>NA except for operators with approved weather reporting service.

<sup>4</sup>Categories A,B, 1000-2; Category C, 1000-2½, Category D, 1000-3.

<sup>5</sup>Categories A,B, 1300-2; Categories C, D, 1300-3.

## COLUMBUS, NE

COLUMBUS MUNI ..... LOC/DME Rwy 14<sup>1</sup>  
 VOR Rwy 14<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-2½.

## DODGE CITY, KS

DODGE CITY  
 RGNL ..... ILS or LOC Rwy 14  
 RNAV (GPS) Rwy 14  
 RNAV (GPS) Rwy 32

NA when local weather not available.

**NAME** **ALTERNATE MINIMUMS**  
**FALLS CITY, NE**  
BRENNER FIELD ..... RNAV (GPS) Rwy 32  
NA when local weather not available.

**FREMONT, NE**  
FREMONT MUNI ..... RNAV (GPS) Rwy 14  
NA when local weather not available.

**GARDEN CITY, KS**  
GARDEN CITY RGNL ..... RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 30  
RNAV (GPS) Rwy 35  
VOR/DME Rwy 17  
VOR/DME Rwy 30  
VOR/DME Rwy 35  
NA when local weather not available.

**GRAND ISLAND, NE**  
CENTRAL NEBRASKA  
RGNL ..... ILS or LOC Rwy 35<sup>1</sup>  
RNAV (GPS) Rwy 13<sup>2</sup>  
RNAV (GPS) Rwy 17<sup>2</sup>  
RNAV (GPS) Rwy 31<sup>2</sup>  
RNAV (GPS) Rwy 35<sup>2</sup>  
VOR/DME Rwy 13<sup>2</sup>

<sup>1</sup>DME required.  
<sup>2</sup>NA when local weather not available.

**GREAT BEND, KS**  
GREAT BEND MUNI ..... NDB Rwy 35  
RNAV (GPS) Rwy 35  
NA when local weather not available.

**HASTINGS, NE**  
HASTINGS MUNI ..... RNAV (GPS) Rwy 14  
NA when local weather not available.

**HAYS, KS**  
HAYS RGNL ..... ILS or LOC Rwy 34<sup>1</sup>  
VOR Rwy 16<sup>2</sup>  
<sup>1</sup>LOC, NA.  
<sup>2</sup>Category D, 800-2¼.

**HILL CITY, KS**  
HILL CITY MUNI ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
NA when local weather not available.  
Category C, 1000-2¼.

**HOLDREGE, NE**  
BREWSTER FIELD ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
VOR/DME-A<sup>1</sup>  
A when local weather not available.  
<sup>1</sup>Category C, 800-2¼; Category D, 800-2¼.

**NAME** **ALTERNATE MINIMUMS**  
**HUTCHINSON, KS**  
HUTCHINSON MUNI ..... ILS Rwy 13<sup>1</sup>  
LOC BC Rwy 31<sup>1</sup>  
NDB Rwy 13<sup>1</sup>  
RNAV (GPS) Rwy 13<sup>2</sup>  
RNAV (GPS) Rwy 31<sup>2</sup>

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.

**IMPERIAL, NE**  
IMPERIAL MUNI ..... RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31  
NA when local weather not available.

**KEARNEY, NE**  
KEARNEY RGNL ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available.

**LAWRENCE, KS**  
LAWRENCE MUNI ..... ILS or LOC Rwy 33<sup>1</sup>  
RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33  
VOR/DME-A  
NA when local weather not available.  
<sup>1</sup>ILS, Category C, 700-2.

**LEXINGTON, NE**  
JIM KELLY FIELD ..... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32  
NA when local weather not available.

**LIBERAL, KS**  
LIBERAL-MID  
AMERICA RGNL ..... ILS or LOC Rwy 35  
RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 22  
RNAV (GPS) Rwy 35  
VOR/DME Rwy 17  
VOR Rwy 4<sup>1</sup>  
VOR Rwy 35  
NA when local weather not available.  
<sup>1</sup>Category D, 800-2¼.

**LINCOLN, NE**  
LINCOLN ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available.

**MANHATTAN, KS**  
MANHATTAN RGNL ..... ILS Rwy 3  
NA when control tower closed.





NAME ALTERNATE MINIMUMS  
**VALENTINE, NE**  
 MILLER FIELD ..... NDB Rwy 32,900-2.

## WICHITA, KS

COLONEL

JAMES JABARA ..... ILS or LOC/DME Rwy 18<sup>1</sup>  
    RNAV (GPS) Rwy 18<sup>2</sup>  
    RNAV (GPS) Rwy 36<sup>2</sup>  
    RNAV (GPS)-E<sup>2</sup>  
    VOR-A<sup>2</sup>

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼.

WICHITA

MID-CONTINENT ..... ILS or LOC Rwy 1L<sup>1</sup>  
    ILS or LOC Rwy 1R<sup>1</sup>  
    ILS Rwy 19R<sup>1</sup>  
    ILS or LOC Rwy 19L<sup>2</sup>  
    VOR Rwy 14<sup>3</sup>

<sup>1</sup>LOC, Category E, 800-2¼.

<sup>2</sup>Category E, 800-2¼.

<sup>3</sup>Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.

## YORK, NE

YORK MUNI ..... RNAV (GPS) Rwy 17  
    RNAV (GPS) Rwy 35

NA when local weather not available.

# RADAR INSTRUMENT APPROACH MINIMUMS

## MARSHALL AAF (KFRI), KS (Fort Riley) (08241 USA)

ELEV 1065

RADAR - (E) 120.35 254.35 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	4	3.0°/36/683	ABCD	1265-¾	200	(200-¾)
ASR	4		AB	1700-1	635	(700-1)
			C	1700-1¾	635	(700-1¾)
			D	1700-2	635	(700-2)
	22		AB	1680-1	616	(700-1)
			C	1680-1¾	616	(700-1¾)
			D	1680-2	616	(700-2)
CIR	All Rwy <sup>1</sup>		AB	1700-1	635	(700-1)
			C	1700-1¾	635	(700-1¾)
			D	1760-2¼	695	(700-2¼)

Lost Communications (All Rwys): As directed on initial contact.

<sup>1</sup>Circling not authorized NW of RWY 4-22.

## OFFUTT AFB (KOFF), NE (Omaha) (Amdt 1 08017 USAF)

ELEV 1052

RADAR - (E) 127.85 135.35 281.5 290.550 298.875 335.5 340.9 378.8 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR <sup>1</sup>	30 <sup>456</sup>	2.8°/57/1178	ABCDE	1189/24	200	(200-½)
	12 <sup>23578</sup>	3.0°/46/1066	ABCDE	1293/50	250	(300-1)

<sup>1</sup>PAR opr 1200-0400Z++ Mon-Fri, with option to close PAR early upon termination of 55th WG flying, Sat-Sun operations will be on call only, NO-NOTAM preventive maint sked: PAR 1300-1500Z++ Wed and Fri. <sup>2</sup>When ALS inop, RVR/vis increase not required. <sup>3</sup>VGSI and procedure TCH not coincident. <sup>4</sup>When ALS inop, increase CAT ABCDE RVR to 40 and VIS to ¾.

<sup>5</sup>CAUTION: Extensive light aircraft in vicinity Millard Muni. <sup>6</sup>MISSED APPROACH: Climb and maintain 3000, fly heading 304°. Expect RADAR Vectors. <sup>7</sup>CAUTION: Terrain 1053' MSL, 200' to 250' from threshold, 360' to 400' left of course. USAF: When VGSI INOP, straight in procedures to Rwy 12 at night requires approval from MAJCOM DO or equivalent. <sup>8</sup>MISSED APPROACH: Climb and maintain 3000, fly heading 124°. Expect RADAR Vectors.



## INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

## NAME TAKE-OFF MINIMUMS

**AINSWORTH, NE**

AINSWORTH MUNI (ANW)

ORIG 08157 (FAA)

NOTE: **Rwy 31**, fence 81' from departure end of runway, 374' right of centerline, 3' AGL/2589' MSL.**AURORA, NE**

AURORA MUNI - AL POTTER FIELD (AUH)

ORIG 08269 (FAA)

NOTE: **Rwy 16**, trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. **Rwy 34**, fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline, up to 35' AGL/1835' MSL.

**ALBION, NE**

ALBION MUNI (BVN)

AMDT 1 08269 (FAA)

NOTE: **Rwy 15**, trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. **Rwy 33**, trees, vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

**ATKINSON, NE**

STUART-ATKINSON MUNI (8V2)

ORIG 98225 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA.**BASSETT, NE**

ROCK COUNTY (RBE)

AMDT 1 89068 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 13, 20, 31**, 300-1.



**BEATRICE, NE**

BEATRICE MUNI (BIE)

ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, Climb heading 173° to 1900 before proceeding on course.

**BELOIT, KS**

MORITZ MEMORIAL (K61)

AMDT 1 94118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 8, 22, 26**, NA.

DEPARTURE PROCEDURE: **Rwys 17, 35**, climb to 2400 before turning east on course.

**BLAIR, NE**

BLAIR MUNI (BTA)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb on a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other courses.

NOTE: **Rwy 13**, rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL. **Rwy 31**, trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

**BROKENBOW, NE**

BROKEN BOW MUNI (BBW)

AMDT 2 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-1. **Rwy 32**, 400-1.**CLAY CENTER, KS**

CLAY CENTER MUNI (CYW)

ORIG 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.**COFFEYVILLE, KS**

COFFEYVILLE MUNI (CFV)

ORIG 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4, 17, 22, 35**, 300-1.**COLBY, KS**

SHALZ FIELD (CBK)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 12, 22, 30**, N/A-Environmental.

NOTE: **Rwy 17**, terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL. Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway, 35' left to right of centerline, 15' AGL/3174' MSL.

**Rwy 35**, terrain beginning 205' from departure end of runway, 248' left of centerline, up to 3196' MSL.

**COLUMBUS, NE**

COLUMBUS MUNI (OLU)

AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1 or std. with a min. climb of 331' per NM to 1800.

NOTE: **Rwy 2**, tower 4681' from departure end of runway, 976' left of centerline, 141' AGL/1624' MSL. Pole 5533' from departure end of runway, 1626' left of centerline, 110' AGL/1632' MSL. **Rwy 14**, multiple trees and antenna beginning 2378' from departure end of runway, 934' left of centerline, up to 71' AGL/1508' MSL. **Rwy 20**, tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL. **Rwy 32**, multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

**CONCORDIA, KS**

BLOSSER MUNI (CNK)

AMDT 1 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, NA.**COZAD, NE**

COZAD MUNI (CZD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA - Environmental.

NOTE: **Rwy 13**, grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL. Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/2515' MSL. Fuel tank 22' from departure end of runway, 372' right of centerline, 13' AGL/2509' MSL. Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL. Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/2551' MSL. Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL. Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/2513' MSL. **Rwy 31**, multiple trees and buildings beginning 136' from departure end of runway, 450' right of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up to 50' AGL/2554' MSL.



# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09351

## CRETE, NE

CRETE MUNI (CEK)  
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA -  
Environmental.

NOTE: **Rwy 17**, numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL. Numerous trees 18' from departure end of runway, 298' right of centerline, 20' AGL/1486' MSL. **Rwy 35**, numerous trees and building 201' from departure end of runway, 259' right of centerline, 62' AGL/1580' MSL. Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

## DAVID CITY, NE

DAVID CITY MUNI (93Y)  
AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-turf runway.  
NOTE: **Rwy 32**, trees beginning at DER, 327' left of centerline, up to 29' AGL/1642' MSL. Trees beginning 1864' from DER, 99' left of centerline, up to 58' AGL/1671' MSL. Vehicle on highway 886' from DER, 711' left of centerline, 15' AGL/1636' MSL.

## ELKHART, KS

ELKHART-MORTON COUNTY (EHA)  
ORIG 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 500-1½ or std. with a min. climb of 237' per NM to 4300'.  
NOTE: **Rwy 22**, tower 4964' from departure end of runway, 3935' right of centerline, 403' AGL/4023' MSL.

## EMPORIA, KS

EMPORIA MUNI (EMP)  
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-3 or std. with a min. climb 225' per NM to 1800'.  
NOTE: **Rwy 19**, tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

## EUREKA, KS

EUREKA MUNI (13K)  
ORIG 84327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 600-3 or std. with a min. climb 345' per NM to 2000.

## FAIRBURY, NE

FAIRBURY MUNI (FBY)  
ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA-VFR/Turf Rwy.  
NOTE: **Rwy 17**, multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway, 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway, 571' right of centerline, up to 38' AGL/1494' MSL. **Rwy 35**, multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL. Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79' from departure end of runway, 417' left of centerline, 4' AGL/1483' MSL.

## FALLS CITY, NE

BRENNER FIELD (FNB)  
AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 266' per NM to 1200.  
DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 144° to 1700 before turning right.  
NOTE: **Rwy 14**, pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. **Rwy 32**, tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

## FORT LEAVENWORTH, KS

SHERMAN AAF (FLV)  
ORIG 05300 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, Climb via heading 155° to 1700 before turning southwest.  
NOTE: **Rwy 15**, road 79' from departure end of runway, across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL. pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/783' MSL. boats 1063' from departure end of runway, across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. **Rwy 33**, multiple trees and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782' MSL.

## FORT SCOTT, KS

FORT SCOTT MUNI (FSK)  
ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 673' from departure end of runway, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from departure end of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from departure end of runway, 370' right of centerline, 8' AGL/926' MSL. **Rwy 36**, multiple trees beginning 137' from departure end of runway, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from departure end of runway, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 359' from departure end of runway, 399' right of centerline, up to 44' AGL/933' MSL.

09351



# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



## FREMONT, NE

FREMONT MUNI (FET)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 600-2½ with a min. climb of 370' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 19**, Climb heading 185° to 1800 before proceeding on course.

NOTE: **Rwy 1**, vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline, up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL. **Rwy 14**, tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure end of runway, 272' right of centerline, 15' AGL/1219' MSL. **Rwy 19**, vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. **Rwy 32**, multiple trees beginning 2053' from departure end of runway, 455' left of centerline, up to 84' AGL/1288' MSL. Multiple street lights beginning 1433' from departure end of runway, 465' right of centerline, up to 41' AGL/1246' MSL.

## GARDEN CITY, KS

GARDEN CITY RGNL (GCK)

ORIG 07186 (FAA)

NOTE: **Rwy 12**, multiple trees beginning 585' from departure end of runway, 431' left of centerline, up to 52' AGL/2926' MSL.

## GOODLAND, KS

RENNER FIELD/GOODLAND MUNI (GLD)

AMDT 4 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, NA.

DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 234° to 4300 before turning south.

NOTE: **Rwy 12**, road 510' from departure end of runway, 544' left of centerline, 3665' MSL. **Rwy 17**, road on dome 1738' from departure end of runway, 12' right of centerline 87' AGL/3746' MSL. Road on OLAMOM 1252' from departure end of runway, 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from departure end of runway, 62' right of centerline, 49' AGL/3700' MSL. Pole 1293' from departure end of runway, 531' right of centerline, 49' AGL/3689' MSL. **Rwy 23**, road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of centerline, 380' AGL/4080' MSL. **Rwy 30**, rail on silo 721' from departure end of runway, 567' left of centerline, 36' AGL/3675' MSL. Tree 153' from departure end of runway, 241' left of centerline, 16' AGL/3658' MSL. Tree 216' from departure end of runway, 391' left of centerline, 17' AGL/3659' MSL. Tree 1030' from departure end of runway, 460' left of centerline, 34' AGL/3676' MSL. Tree 1096' from departure end of runway, 641' right of centerline, 35' AGL/3674' MSL.

## GORDON, NE

GORDON MUNI (GRN)

AMDT 2 90291 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1.

DEPARTURE PROCEDURE: **Rwys 22, 29**, climb runway heading to 4400 before turning.

## GOTHENBURG, NE

QUINN FIELD (GTE)

AMDT 1 81106 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 300' per NM to 2800.

## GRAND ISLAND, NE

CENTRAL NEBRASKA RGNL (GRI)

ORIG 07354 (FAA)

NOTE: **Rwy 13**, tree 1334' from departure end of runway, 730' left of centerline, 39' AGL/1881' MSL.

## GRANT, NE

GRANT MUNI (GGF)

ORIG 08213 (FAA)

NOTE: **Rwy 15**, post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. **Rwy 33**, terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429' MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL.

## GREAT BEND, KS

GREAT BEND MUNI (GBD)

ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 352° to 3200 before turning eastbound.

NOTE: **Rwy 35**, tree 1312' from departure end of runway, 826' left of centerline, 62' AGL/1946' MSL.

## HASTINGS, NE

HASTINGS MUNI (HSI)

AMDT 3 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**, climb heading 323° to 2500 before turning right.

NOTE: **Rwy 14**, vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

## HAYS, KS

HAYS RGNL (HYS)

AMDT 2 92180 (FAA)

DEPARTURE PROCEDURE: **Rwy 34**, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.



**HEBRON, NE**

HEBRON MUNI (HJH)

ORIG 85115 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, 300-1.DEPARTURE PROCEDURE: **All Rwys**: climb straight ahead to 1700 before proceeding on course.**HILL CITY, KS**

HILL CITY MUNI (HLC)

ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 or std. with a min. climb of 380' to 2500.DEPARTURE PROCEDURE: **Rwy 35**, climb via heading 352° to 3100 before turning left.

NOTE: **Rwy 17**, tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL. Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/2211' MSL. Tree 945' from departure end of runway, 229' right of centerline, 65' AGL/2213' MSL. **Rwy 35**, tree 1529' from departure end of runway, 94' left of centerline, 36' AGL/2279' MSL. Power pole 2433' from departure end of runway, 1046' right of centerline, 48' AGL/2308' MSL. Power pole 2447' from departure end of runway, 785' right of centerline, 41' AGL/2311' MSL.

**HOLDREGE, NE**

BREWSTER FIELD (HDE)

AMDT 2 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA.DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 3800 before turning right. **Rwy 36**, climb runway heading to 3600 before turning left.**HUGOTON, KS**

HUGOTON MUNI (HQQ)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, NA-obstacles.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 3800 before turning right.

NOTE: **Rwy 2**, multiple poles, hangars, and vehicle on road beginning 25' from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. **Rwy 20**, vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.

**HUTCHINSON, KS**

HUTCHINSON MUNI (HUT)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1 or std. with a min. climb of 370' per NM to 1700.DEPARTURE PROCEDURE: **All Rwys**, eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.**IMPERIAL, NE**

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.**INDEPENDENCE, KS**

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, trees beginning 2911' from departure end of runway, 1236' left of centerline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. **Rwy 17**, trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. **Rwy 35**, obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 994' right of centerline, up to 100' AGL/929' MSL.

**IOLA, KS**

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: **Rwy 1**, trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. **Rwy 19**, vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSL.

**JUNCTION CITY, KS**

FREEMAN FIELD (3JC)

AMDT 1 94174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, NA. **Rwy 18**, 400-2 or std. with a min. climb of 300' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 5**, climb to 2000 via heading 105° before proceeding on course. **Rwy 18**, climb runway heading to 2000 before proceeding on course. **Rwys 23, 31, 36**, climb to 2000 via heading 270° before proceeding on course.**KEARNEY, NE**

KEARNEY RGNL (EAR)

ORIG 03023 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, cross departure end of runway at or above 20' AGL/2149' MSL.NOTE: **Rwy 13**, trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.

**KIMBALL, NE**KIMBALL MUNI/ROBERT E. ARRAJ FIELD  
(IBM)

ORIG 07018 (FAA)

NOTE: **Rwy 10**, fence 218' from departure end of runway, 273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline, 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. **Rwy 28**, terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure end of runway, 435' left of centerline, up to 4932' MSL.

**LAWRENCE, KS**

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1½ or std. with a min. climb of 387' per NM to 1300. **Rwy 33**, 300-1 or std. with a min. climb of 327' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 15**, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. **Rwy 19**, climb via heading 180° to 2400 before turning on course.

NOTE: **Rwy 1**, bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline, 90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100' AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL, tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49' AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70' AGL/1129' MSL. **Rwy 15**, tree 543' from departure end of runway, 561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. **Rwy 19**, tree 1797' from departure end of runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71' AGL/910' MSL. **Rwy 33**, tree 1323' from departure end of runway, 623' right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGL/887' MSL, tree 1768' from departure end of runway, 201' right of centerline, 49' AGL/888' MSL, tree 1945' from departure end of runway, 17' left of centerline, 66' AGL/905' MSL, tree 4357' from departure end of runway, 1563' right of centerline, 100' AGL/1009' MSL.

**LEXINGTON, NE**

JIM KELLY FIELD (LXN)

AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, std. w/ min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 136° to 3500' before turning right. **Rwy 19**, for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: **Rwy 1**, terrain 56' from departure end of runway, 470' left of centerline, 2409' MSL. **Rwy 14**, multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. **Rwy 32**, fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

**LIBERAL, KS**

LIBERAL MID-AMERICA RGNL (LBL)

AMDT 5 07242 (FAA)

NOTE: **Rwy 4**, obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/2896' MSL. Tree 1299' from departure end of runway, 785' right of centerline, 44' AGL/2924' MSL. **Rwy 35**, multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

**LINCOLN, NE**

LINCOLN (LNK)

ORIG 08269 (FAA)

NOTE: **Rwy 14**, windsock 262' from departure end of runway, 369' left of centerline, 7' AGL/1187' MSL.

**Rwy 18**, rod on obstruction light tower 3858' from departure end of runway, 687' left of centerline, 80' AGL/1280' MSL. **Rwy 35**, warehouse 4463' from departure end of runway, 1350' left of centerline, 50' AGL/1369' MSL.

**MANHATTAN, KS**

MANHATTAN RGNL (MHH)

AMDT 6 02108 (FAA)

DEPARTURE PROCEDURE: **All runways**, westbound departures heading 210° through 360° NA. **Rwy 31**, departures NA when R-3602B active.

NOTE: R-3602B restricted area immediately west of airport. **Rwy 3**, 100' AGL tree 7690' from departure end of runway, 1507' left of centerline. **Rwy 13**, 100' AGL tree 1873' from departure end of runway, 519' left of centerline. **Rwy 21**, 100' AGL tree 1020' from departure end of runway, 714' right of centerline. **Rwy 31**, 100' AGL tree 8354' from departure end of runway, 867' right of centerline.



**MARSHALL AAF (KFRI)**

FORT RILEY, KS . . . . . 07186

Rwy 22, 400-2¼"

\* Or standard with minimum climb of 273/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 22**: Climb on heading 224° to 2200 before proceeding on course.TAKE-OFF OBSTACLES: **Rwy 4**: Ridgeline 1212'

MSL, 2721' from DER, 1104' right of centerline.

Ridgeline 1198' MSL, 4791' from DER, 151' right of centerline.

**Rwy 22**: Antenna 1371' MSL, 8919' from DER, 1292' right of centerline. Antenna 1432' MSL, 14,495' from DER, 2287' left of centerline.**MARYSVILLE, KS**

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 or std. with a min. climb 402' per NM to 1600. **Rwy 33**, 500-1½ or std. with a min. climb of 496' per NM to 1900.DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1900 before turning.**MC CONNELL AFB (KIAB)**

WICHITA, KS . . . . . 09043

TAKE-OFF OBSTACLES: **Rwy 1L**, KC135 tail 42' AGL/1409' MSL, 24' from DER, 363' left of centerline. **Rwy 1R**, KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 139' from DER, 578' right of centerline. KC135 tail 42' AGL/1406' MSL, 325' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 729' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.**MC COOK, NE**

MC COOK BEN NELSON RGNL (MCK)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-Environmental.NOTE: **Rwy 4**, tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL. **Rwy 12**, multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. **Rwy 22**, pole 843' from departure end of runway, 95' right of centerline, 28' AGL/2587' MSL.**MC PHERSON, KS**

MC PHERSON (MPR)

AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8, 26**, NA-Environmental.NOTE: **Rwy 18**, trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. **Rwy 36**, bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL. Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL.**MINDEN, NE**

PIONEER VILLAGE FIELD (0V3)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Turf.DEPARTURE PROCEDURE: **Rwy 34**, climb heading 339° to 3000 before turning right.NOTE: **Rwy 16**, multiple trees and guard posts beginning 32' from DER, 171' right of centerline up to 75' AGL/2223' MSL. Multiple trees beginning 193' from DER, 465' left of centerline up to 67' AGL/2204' MSL. Multiple street lights beginning 840' from DER, 278' right of centerline up to 29' AGL/2181' MSL. Multiple buildings beginning 1656' from DER, 156' right of centerline up to 70' AGL/2225' MSL. Grain elevator 2000' from DER, 100' right of centerline, 100' AGL/2244' MSL. **Rwy 34**, trees 192' from DER, 324' left of centerline, up to 49' AGL/2200' MSL. Trees 337' from DER, 156' left of centerline, up to 11' AGL/2165' MSL.**NEBRASKA CITY, NE**

NEBRASKA CITY MUNI (AFK)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.**NELIGH, NE**

ANTELOPE COUNTY (4V9)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1¼ or std. w/ min. climb of 315' per NM to 2200.DEPARTURE PROCEDURE: **Rwy 19**, climb heading 188° to 2500 before proceeding on course.NOTE: **Rwy 1**, multiple trees beginning 283' from DER, 7' right of centerline, up to 89' AGL/1810' MSL. Multiple towers beginning 1.2 NM from DER, 194' left of centerline, up to 135' AGL/2071' MSL. Multiple antennas beginning 1.4 NM from DER, 434' left of centerline, up to 71' AGL/2022' MSL. Multiple structures beginning 1720' from DER, 2' left of centerline, up to 59' AGL/1780' MSL. Building 1.4 NM from DER, 477' left of centerline, 42' AGL/1991' MSL. **Rwy 13**, tree 30' from DER, 468' left of centerline, 60' AGL/1756' MSL. **Rwy 19**, fence beginning 80' from DER, 450' right of centerline, up to 4' AGL/1785' MSL. Ground 76' from DER, 334' right of centerline, 1783' MSL. Ground 180' from DER, 342' right of centerline, 1783' MSL. **Rwy 31**, multiple trees beginning 586' from DER, 603' left of centerline, up to 60' AGL/1819' MSL. Vehicles on road beginning 168' from DER, 523' left of centerline, up to 17' AGL/1766' MSL.



**NORFOLK, NE**

KARL STEFAN MEMORIAL (OFK)

ORIG 09351 (FAA)

NOTE: **Rwy 1**, terrain with trees beginning 50' from DER, left and right of centerline, up to 100' AGL/1615' MSL. **Rwy 14**, terrain with trees beginning 55' from DER, left and right of centerline, up to 75' AGL/1640' MSL. Vehicle on road 555' from DER, 619' left of centerline, 15' AGL/1586' MSL. Satellite dish 825' from DER, 359' left of centerline, 37' AGL/1599' MSL. Electrical equipment 22' from DER, 499' left of centerline, 5' AGL/1565' MSL. **Rwy 19**, terrain beginning 116' from DER, 486' left of centerline, up to 1576' MSL. Fence 905' from DER, 666' left of centerline, 6' AGL/1596' MSL. Trees beginning 3024' from DER, 486' left and right of centerline, up to 100' AGL/1698' MSL. **Rwy 32**, terrain 180' from DER, 162' left of centerline, 1549' MSL. Tree 778' from DER, 672' left of centerline, 100' AGL/1649' MSL. Railroad tracks 959' from DER, 363' left of centerline, 23' AGL/1568' MSL. Tree 2475' from DER, 60' left of centerline, 81' AGL/1611' MSL.

**NORTH PLATTE, NE**

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb runway heading to 4000 before turning right. **Rwy 35**, climb runway heading to 4000 before turning left.

**NORTON, KS**

NORTON MUNI (NRN)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-Environmental. **Rwy 16**, 400-3.

NOTES: **Rwy 16**, Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL. **Rwy 34**, Tree 630' from departure end of runway, 203' left of centerline, 100' AGL/2489' MSL.

**O'NEILL, NE**

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

ORIG 88266 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22**, climb runway heading to 2600 before turning.

**OAKLEY, KS**

OAKLEY MUNI (OEL)

ORIG 06215 (FAA)

NOTE: **Rwy 16**, bush 145' from departure end of runway, 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. **Rwy 34**, tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099' MSL.

**OVERLIN, KS**

OVERLIN MUNI (OIN)

ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 300-2.

**OFFUTT AFB (KOFF)**

OMAHA, NE . . . . . ORIG . . . . . 07354

TAKE-OFF OBSTACLES: **Rwy 30**, Terrain 1058' to 1067' MSL, 31' to 500' from DER, 500' to 636' right of centerline. Aircraft on North Ramp 38' AGL/1094' MSL, 582' from DER, 597' right of centerline. Tree 105' AGL/1086' MSL, 1282' from DER, 604' right of centerline. Tree 105' AGL/1156' MSL, 22' inward of DER, 501' left of centerline.

**Rwy 12**: Trees 85' to 106' AGL/1052' to 1076' MSL, 2758' to 3827' from DER, 1184' to 1516' left of centerline. Trees 88' AGL/1057' MSL, 2593' from DER, 944' right of centerline.

**OGALLALA, NE**

SEARLE FIELD (OGA)

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.

DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.

**OLATHE, KS**

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy 18**, multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy 36**, antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.

**NEW CENTURY AIRCENTER (IXD)**

ORIG 05300 (FAA)

NOTE: **Rwy 4**, fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. **Rwy 18**, tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. **Rwy 36**, ground beginning 16' from departure end of runway, from 407' right to 487' left of centerline, 1088' MSL.



## OMAHA, NE

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: **Rwys 14L, 14R**, Climb heading 139° to 2600 before proceeding on course. **Rwy 18**, Climb heading 175° to 2600 before turning right. **Rwys 32L, 32R**, Climb heading 319° to 2600 before proceeding westbound. **Rwy 36**, Climb heading 355° to 2600 before turning left.

NOTES: **Rwy 14L**, Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. **Rwy 14R**, Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL.

**Rwy 18**, Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. **Rwy 32L**, Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. **Rwy 32R**, Trees beginning 2217' from departure end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwy 36**, Poles and tree beginning 940' from departure end of runway, 674' left and right of centerline, up to 83' AGL/1064' MSL.

## MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1¼ or std. w/ min. climb of 370' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 123° to 3200 before proceeding on course. **Rwy 30**, climb via heading 303° to 3000 before proceeding on course.

NOTE: **Rwy 12**, multiple trees, power poles and highway signs beginning 250' from departure end of runway, 152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. **Rwy 30**, multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning 516' from departure end of runway, 343' right of centerline, up to 88' AGL/1137' MSL.

## ORD, NE

EVELYN SHARP FIELD (ODX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35**, NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 131° to 3000 before turning right.

NOTE: **Rwy 13**, pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. **Rwy 31**, trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2183' MSL. Poles beginning 1234' from DER, 1' left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.

## OSHKOSH, NE

GARDEN COUNTY (OKS)

ORIG 05020 (FAA)

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 125° to 4000 before turning right.

## OTTAWA, KS

OTTAWA MUNI (OWI)

ORIG 97254 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,13,23,31**, NA.

## PARSONS, KS

TRI-CITY (PPF)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, trees beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL. Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. **Rwy 35**, trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees beginning 728' from departure end of runway, 66' left of centerline, up to 20' AGL/935' MSL.

## PHILLIPSBURG, KS

PHILLIPSBURG MUNI (PHG)

ORIG 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3,21**, NA (Turf runway)

NOTE: **Rwy 31**, trees 5843' from departure end of runway, 1981' left of centerline, 100' AGL/2059' MSL.

## PITTSBURG, KS

ATKINSON MUNI (PTS)

ORIG 01193 (FAA)

NOTE: **Rwy 10**, 972 MSL pole, 335' from departure end of runway, 477' right of centerline. **Rwy 16**, 989' MSL tree, 1016' from departure end of runway, 542' left of centerline.

## RUSHVILLE, NE

MODISETT (9V5)

ORIG 09239 (FAA)

NOTE: **Rwy 14**, trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL. Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL. **Rwy 32**, terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL. Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.





**RUSSELL, KS**

RUSSELL MUNI (RSL)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 167° to 3400 before turning east.NOTE: **Rwy 17**, post 167' from departure end of runway, 324' left of centerline, 6' AGL/1868' MSL. **Rwy 35**, multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.**SALINA, KS**

SALINA MUNI (SLN)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL.

**Rwy 12**, rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway, 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL. **Rwy 17**, road with vehicles 1458' from departure end of runway, from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL. **Rwy 18**, rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL. Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL. **Rwy 22**, trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL. **Rwy 30**, trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. **Rwy 36**, trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

**SCOTTSBLUFF, NE**

WESTERN NEBRASKA RGNL

WILLIAM B. HEILIG FIELD (BFF)

AMDT 4 93175 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climbing right turn to 5500 via heading 300° before proceeding on course. **Rwy 30**, climb runway heading to 5500 before proceeding on course.**SEWARD, NE**

SEWARD MUNI (SWT)

ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, NA.DEPARTURE PROCEDURE: **Rwy 4**, climb to 2800 before turning on course. **Rwy 16**, climb runway heading to 3500 before turning right. **Rwy 34**, climb runway heading to 3000 before turning left.**SIDNEY, NE**

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21** NA-Environmental.**SUPERIOR, NE**

SUPERIOR MUNI (12K)

ORIG 91318 (FAA)

DEPARTURE PROCEDURE: **Rwys 14, 18, 32, 36**, climb runway heading to 2500 before turning.**TEKAMAH, NE**

TEKAMAH MUNI (TQE)

AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 327° to 1500 before turning left.NOTE: **Rwy 14**, north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL.**Rwy 32**, trees 954' from departure end of runway, 426' left of centerline, up to 100' AGL/1129' MSL.**THEDFORD, NE**

THOMAS COUNTY (TIF)

AMDT 1 08269 (FAA)

NOTE: **Rwy 11**, trees and rising terrain beginning 36' from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. **Rwy 29**, trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.**TOPEKA, KS**

FORBES FIELD (FOE)

ORIG 09183 (FAA)

NOTE: **Rwy 3**, trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL.**Rwy 31**, rising terrain 38' from DER, 441' right of centerline, 1064' MSL.

## TOPEKA, KS (CON'T)

PHILIP BILLARD MUNI (TOP)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 200-1½ or std. w/ min. climb of 286' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 224° to 1900 before turning right. **Rwy 31**, climb heading 309° to 1800 before turning left.

NOTE: **Rwy 4**, antenna 1049' from departure end of runway, 528' left of centerline, 57' AGL/927' MSL. Pole 996' from departure end of runway, 382' left of centerline, 38' AGL/908' MSL. **Rwy 13**, tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway, 371' left of centerline, 15' AGL/889' MSL. **Rwy 18**, trees beginning 1062' from departure end of runway, 329' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL/993' MSL. Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway, 386' left of centerline, up to 150' AGL/1031' MSL. Trees beginning 1495' from departure end of runway, on centerline, up to 100' AGL/946' MSL. Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline, 131' AGL/1001' MSL. **Rwy 31**, trees beginning 1019' from departure end of runway, 693' left of centerline, up to 100' AGL/977' MSL. **Rwy 36**, trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

## ULYSSES, KS

ULYSSES (ULS)

AMDT 2 87239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 225' per NM to 3700.

DEPARTURE PROCEDURE: **Rwy 17**, climb to 3700 before turning on course.

## VALENTINE, NE

MILLER FIELD (VTN)

AMDT 2 05132 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 028° to 4000 before proceeding on course. **Rwy 32**, climb heading 317° to 4000 before proceeding on course.

NOTE: **Rwy 14**, multiple fences beginning 398' from departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.

## WAHOO, NE

WAHOO MUNI (AHQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-Environmental.

NOTE: **Rwy 2**, terrain beginning 1' from departure end of runway, 360' left of centerline, up to 1229' MSL. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway, 539' left of centerline, 29' AGL/1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. **Rwy 20**, fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway, 401' right of centerline, up to 52' AGL/1277' MSL. Vehicles on road, power poles, and wires beginning 500' from departure end of runway, 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline, up to 74' AGL/1291' MSL. Elevator 3446' from departure end of runway, 474' left of centerline, 114' AGL/1329' MSL.

## WAYNE, NE

WAYNE MUNI (LCG)

AMDT 3 04330 (FAA)

NOTE: **Rwy 35**, pole 388' from departure end of runway, 540' left of centerline, 19' AGL/1453' MSL. Pole 422' from departure end of runway, 436' right of centerline, 35' AGL/1453' MSL.

## WELLINGTON, KS

WELLINGTON MUNI (EGT)

ORIG 07298 (FAA)

NOTE: **Rwy 17**, terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL.

## WICHITA, KS

BEECH FACTORY (BEC)

ORIG 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 500-1 or std. with a min. climb of 240' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 36**, 1810' tower N37°42'47" W97°14'52".

## COLONEL JAMES JABARA (AAO)

AMDT 2 83328 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

## WICHITA MID-CONTINENT (ICT)

ORIG 08101 (FAA)

NOTE: **Rwy 1L**, tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.

## YORK, NE

YORK MUNI (JYR)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.

NOTE: **Rwy 35**, Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline, 55' AGL/1700' MSL.

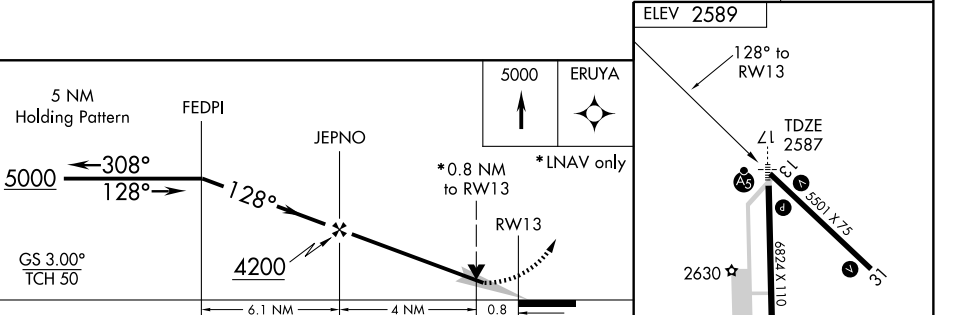
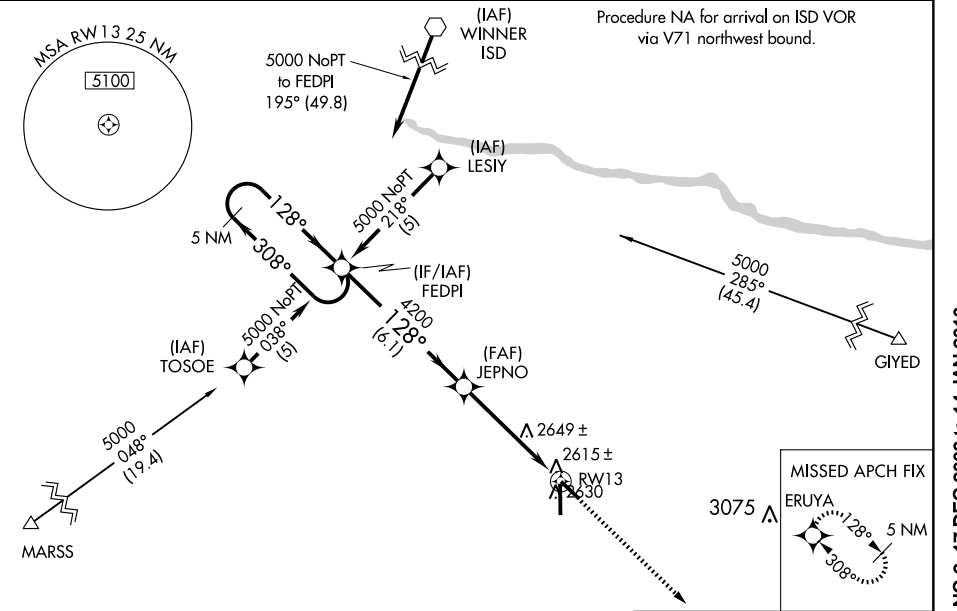
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

MISSED APPROACH:  
Climb to 5000 direct ERUYA and hold.

AWOS-3 118.325	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	2837-1		250 (300-1)	
LNAV/VNAV DA	2885-1		298 (300-1)	
LNAV MDA	2900-1		313 (400-1)	
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1½ 451 (500-1½)	3140-2 551 (600-2)

REIL Rwy 31 0

MIRL Rwy 13-31 and 17-35 0

NC-2, 17 DEC 2009 to 14 JAN 2010



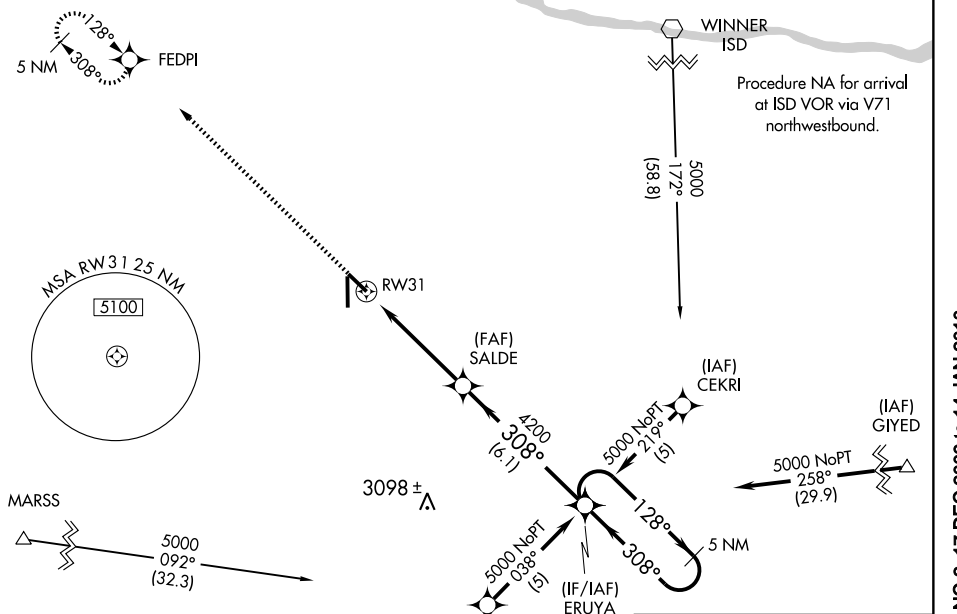
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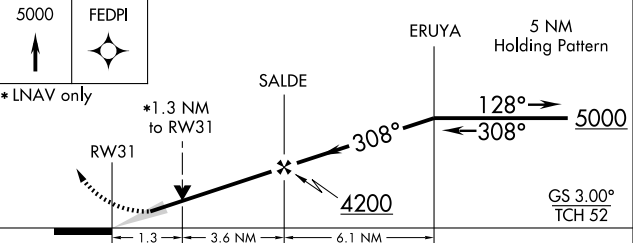
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet, and LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

MISSED APPROACH:  
Climb to 5000 direct FEDPI and hold.

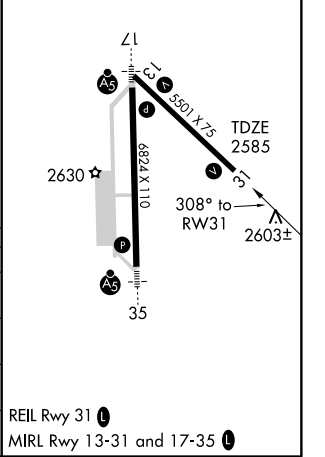
AWOS-3 118.325	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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ELEV 2589
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CATEGORY	A	B	C	D
LPV DA	2835-1	250 (300-1)		
LNAV/VNAV DA	2873-1	288 (300-1)		
LNAV MDA	3060-1 475 (500-1)	3060-1 ¼ 475 (500-1 ¼)	3060-1 ½ 475 (500-1 ½)	
CIRCLING	3060-1 471 (500-1)	3060-1 ½ 471 (500-1 ½)	3140-2 551 (600-2)	



NC-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	6824
353°	TDZE	2589
	Apt Elev	2589

RNAV (GPS) RWY 35

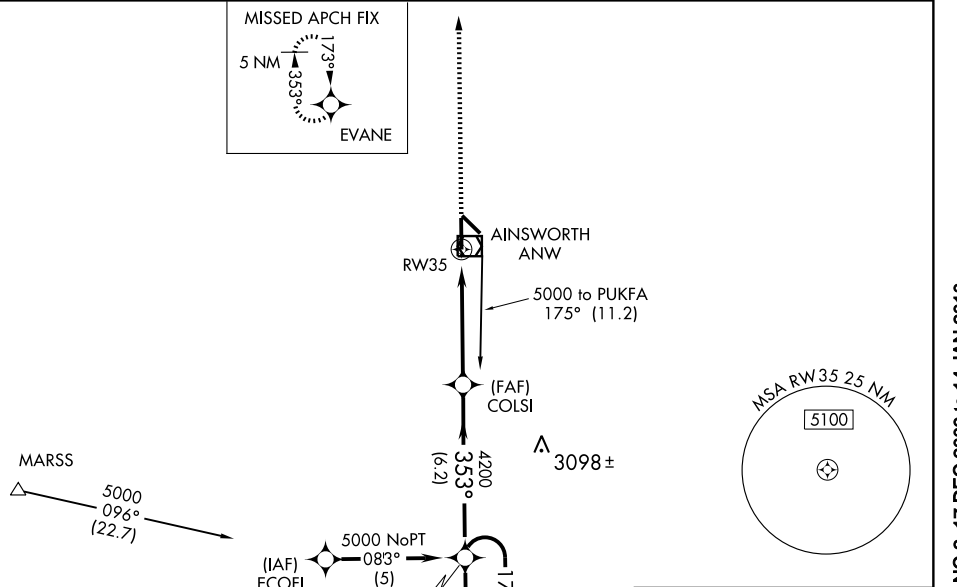
AINSWORTH MUNI (ANW)

For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility Cats A/B/C ¼ mile, increase all MDA 80 feet and LNAV Cat C and D visibility ¼ mile and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting.

MALSR

MISSED APPROACH:  
Climb to 5000  
direct EVANE  
and hold.

AWOS-3 118.325	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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5000

EVANE

\* LNAV only

CATEGORY	A	B	C	D
LNAV/VNAV DA	2909-½ 320 (400-½)			2909-¾ 320 (400-¾)
LNAV MDA	3160-½ 571 (600-½)		3160-1 571 (600-1)	3160-1¼ 571 (600-1¼)
CIRCLING	3160-1 571 (600-1)		3160-1½ 571 (600-1½)	3160-2 571 (600-2)

ELEV 2589

REIL Rwy 31 0

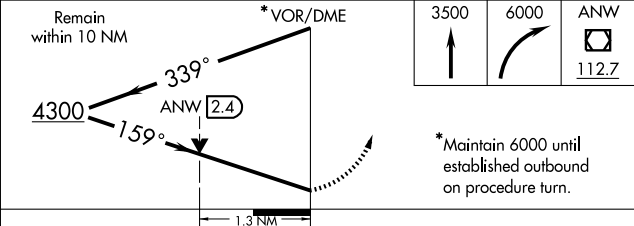
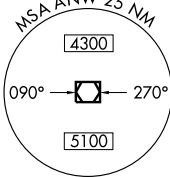
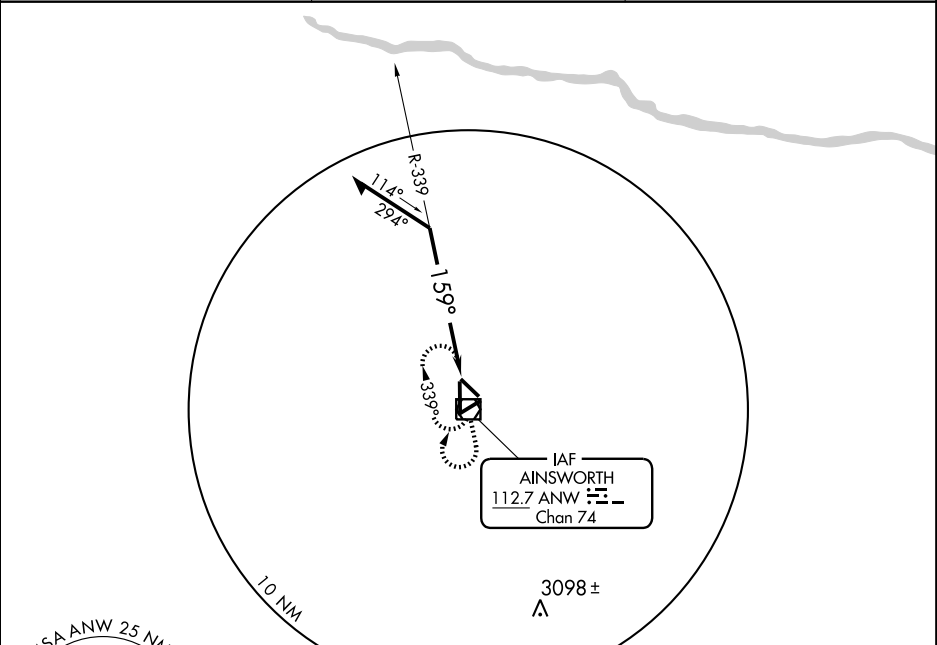
MIRL Rwy 13-31 and 17-35 0

VOR/DME ANW <b>112.7</b> Chan <b>74</b>	APP CRS <b>159°</b>	Rwy Idg TDZE Apt Elev	<b>6824</b> <b>2589</b> <b>2589</b>
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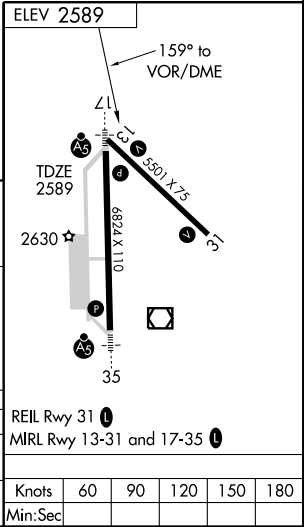
VOR RWY 17  
AINSWORTH MUNI(ANW)

	MALSR 	MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct ANW VOR/DME and hold.
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AWOS-3 <b>118.325</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>122.8 (CTAF)</b> 
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CATEGORY	A	B	C	D
S-17	3060-½ 471 (500-½)		3060-¾ 471 (500-¾)	3060-1 471 (500-1)
CIRCLING	3060-1 471 (500-1)		3060-1½ 471 (500-1½)	3140-2 551 (600-2)





VOR/DME ANW  
**112.7**  
Chan **74**

APP CRS  
**008°**

Rwy Idg  
TDZE **6824**  
Apt Elev **2589**

AL-5681 (FAA)

VOR RWY 35  
AINSWORTH MUNI(ANW)

**V** For inoperative MALSR increase BIYAG fix minimums  
**A** S-35 Cat D visibility to 1 ¼.

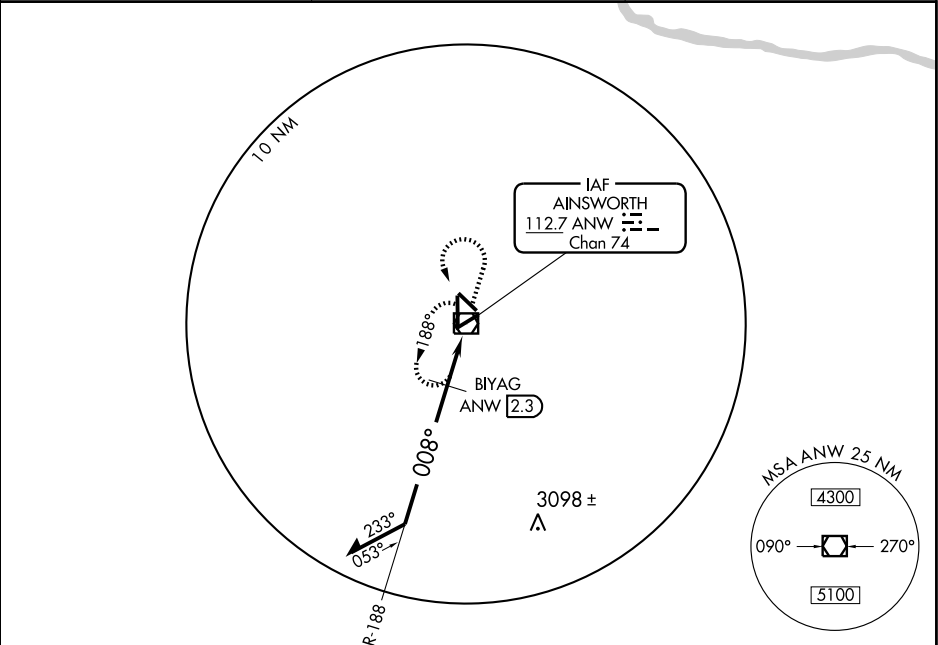
MALSR

MISSED APPROACH: Climb to 3500 then climbing left turn to 6000 direct ANW VOR/DME and hold.

AWOS-3  
**118.325**

DENVER CENTER  
**127.95 338.2**

UNICOM  
**122.8 (CTAF)**



ELEV 2589

Remain within 10 NM

CATEGORY	A	B	C	D
S-35	3300-½ 711 (800-½)		3300-1½ 711 (800-1½)	3300-1¾ 711 (800-1¾)
CIRCLING	3300-1 711 (800-1)		3300-2 711 (800-2)	3300-2¼ 711 (800-2¼)

BIYAG FIX MINIMUMS

S-35	3000-½ 411 (500-½)	3000-¾ 411 (500-¾)	3000-1 411 (500-1)
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1½ 451 (500-1½)

\*VOR/DME

3500 6000 ANW 112.7

\*Maintain 6000 until established outbound on procedure turn.

REIL Rwy 31

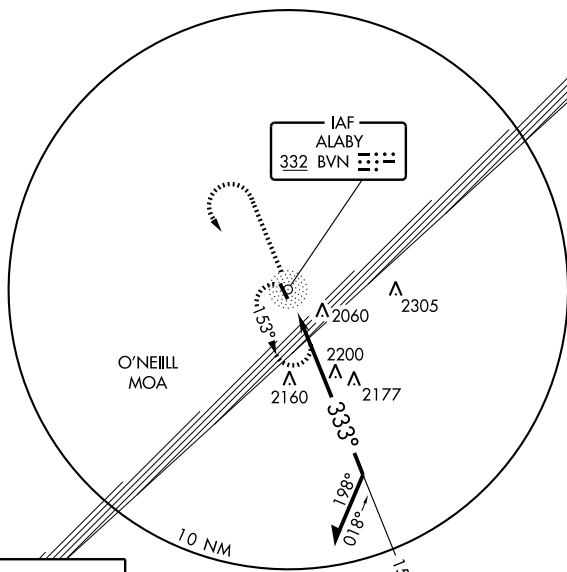
MIRL Rwy 13-31 and 17-35

Knots	60	90	120	150	180
Min:Sec					

**MISSED APPROACH:** Climb to 3000, then climbing left turn to 4000 direct BVN NDB and hold, continue climb-in-hold to 4000.

CTAF  
122.9 

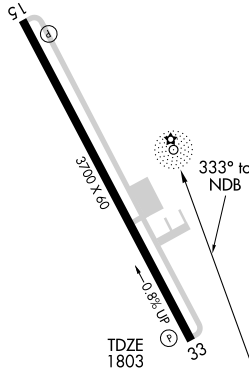
MINNEAPOLIS CENTER  
128.0 385.5




4000  
233°  
(31.8)

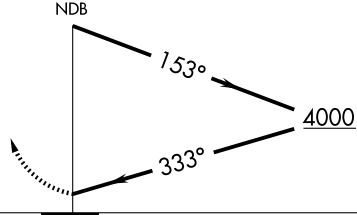
NORFOLK  
109.6 OFK  
Chan 33

ELEV 1806



3000 ↑	4000 ↖	BVN  <u>332</u>
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Remain  
within 10 NM



CATEGORY	A	B	C	D
S-33	2600-1 797 (800-1)	2600-1¼ 797 (800-1¼)	NA	
CIRCLING	2600-1 794 (800-1)	2600-1¼ 794 (800-1¼)	NA	

NC-2. 17 DEC 2009 to 14 JAN 2010

MIRL Rwy 15-33 **L**

WAAS CH <b>78009</b> <b>W15A</b>	APP CRS <b>148°</b>	Rwy Idg <b>3700</b> TDZE <b>1806</b> Apt Elev <b>1806</b>
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## RNAV (GPS) RWY 15

ALBION MUNI (BVN)

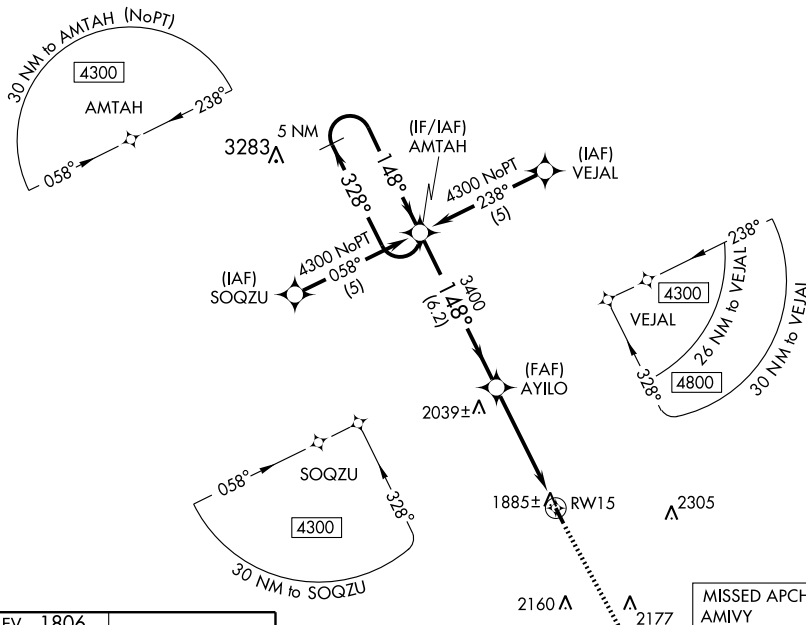
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Norfolk altimeter setting.

**MISSED APPROACH:**  
Climb to 4300 direct  
AMIVY and hold.

AWOS-3  
118,575

MINNEAPOLIS CENTER  
128.0 385.5

CTAF  
122.9 **L**



MISSED APCH FIX  
AMIVY



ELEV	1806
------	------

148° to  
RW15

TDZE

1806

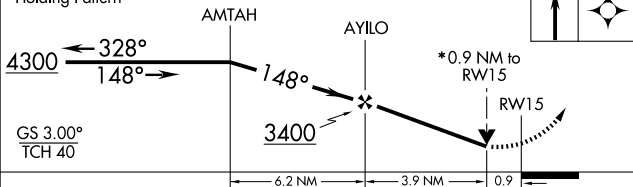
3700 X 60

33

5 NM  
Holding Pattern

\*LNAV only

4300	AMIVY
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CATEGORY	A	B	C	D
LPV DA	2130-1¼	324 (400-1¼)	NA	
LNAV/ VNAV DA	2269-1¾	463 (500-1¾)	NA	
LNAV MDA	2140-1	334 (400-1)	NA	
CIRCLING	2340-1 534 (600-1)	2420-1 614 (700-1)	NA	

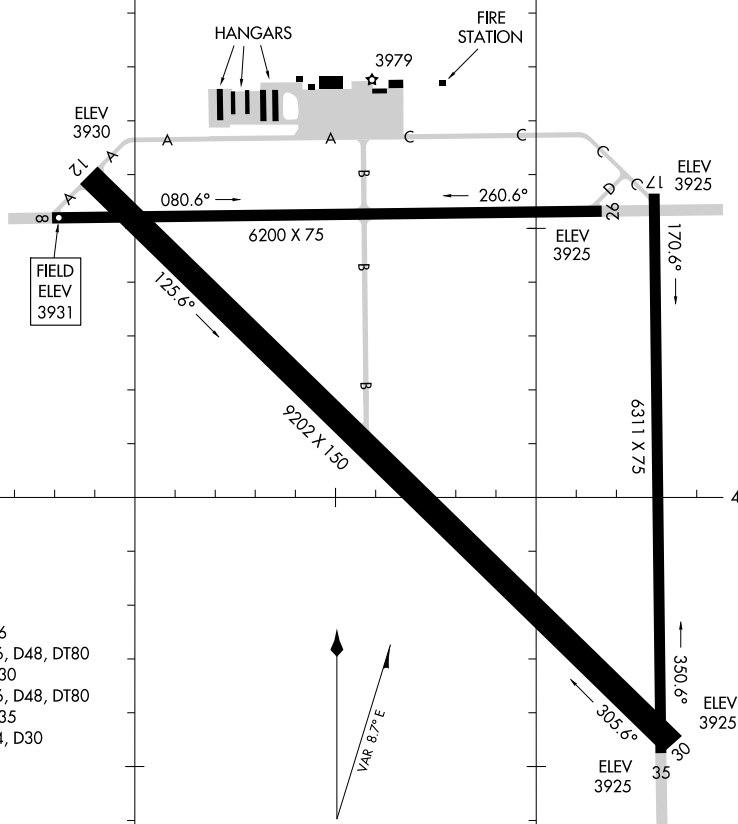


# AIRPORT DIAGRAM

AL-16 (FAA)

ALLIANCE MUNI (AIA)  
ALLIANCE, NEBRASKA

ASOS  
135.075  
CTAF/UNICOM  
123.0



RWY 8-26  
S36, D48, DT80  
RWY 12-30  
S36, D48, DT80  
RWY 17-35  
S24, D30

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W



NC-2, 17 DEC 2009 to 14 JAN 2010

# LOC/DME RWY 30

ALLIANCE MUNI (AIA)

LOC/DME I-BYE <b>108.35</b> Chan <b>20 (Y)</b>	APP CRS <b>303°</b>	Rwy Idg <b>9202</b> TDZE <b>3927</b> Apt Elev <b>3931</b>
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**▲ NA** When local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet, S-30 Cats C/D visibility  $\frac{1}{4}$  mile and circling Cat C  $\frac{1}{4}$  mile. For inoperative MALSR, increase S-30 Cats A and B visibility to 1 mile. VDP NA when using Scottsbluff altimeter setting.

MALSR

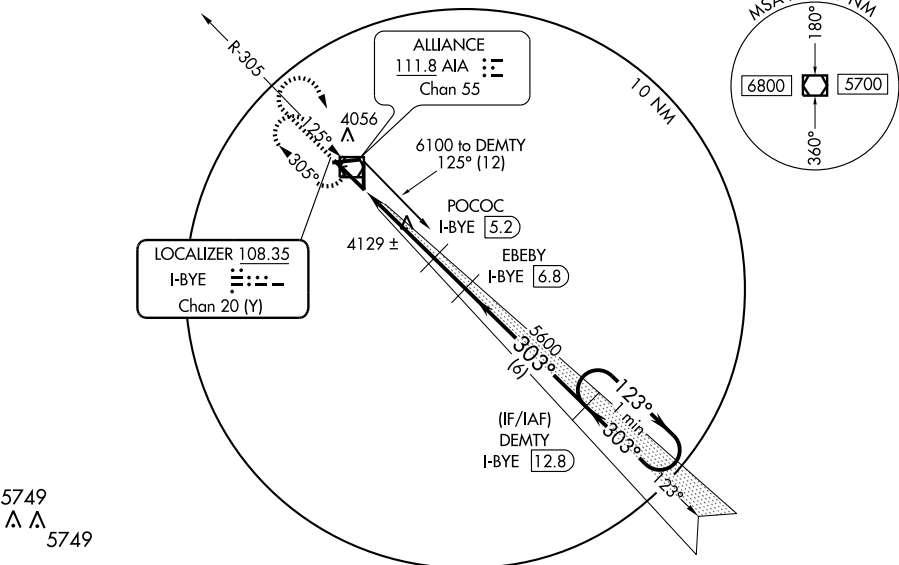


**MISSED APPROACH:** Climb to 5700 then right turn direct AIA VOR/DME and hold.

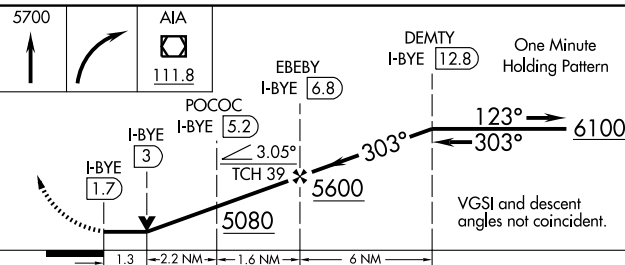
ASOS  
**135.075**

DENVER CENTER  
**127.95 338.2**

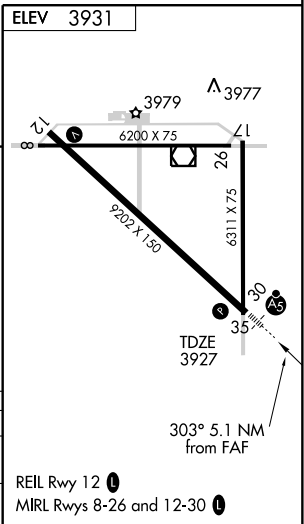
UNICOM  
**123.0 (CTAF) 0**



5749  
▲ ▲  
5749



CATEGORY	A	B	C	D
S-30	4380- $\frac{3}{4}$ 453 (500- $\frac{3}{4}$ )			4380-1 453 (500-1)
CIRCLING	4380-1 449 (500-1)	4400-1 469 (500-1)	4440-1 $\frac{1}{2}$ 509 (600-1 $\frac{1}{2}$ )	4500-2 569 (600-2)



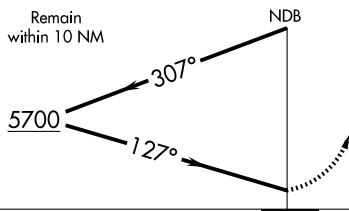
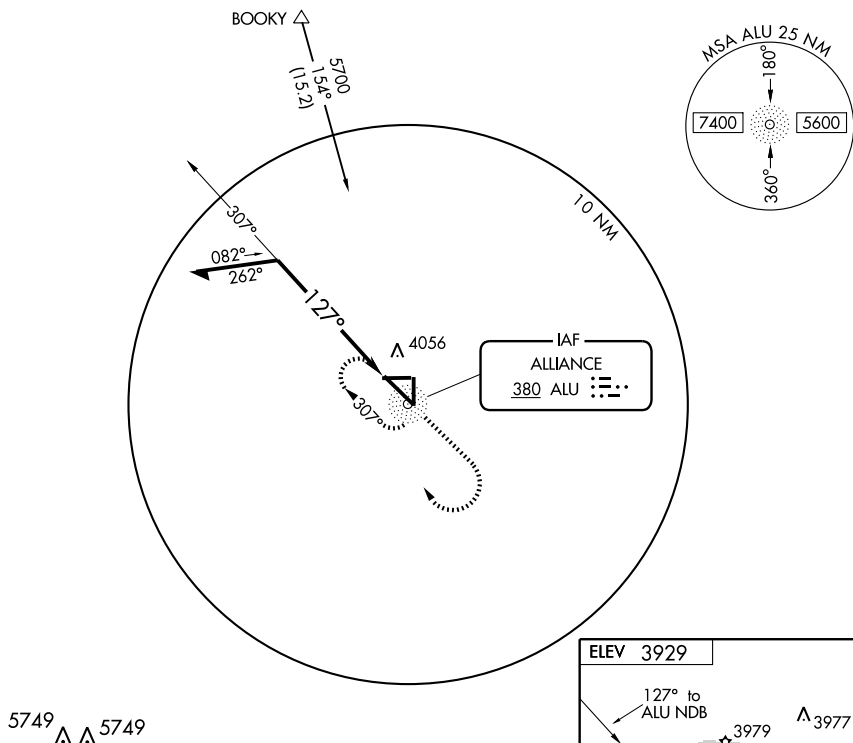
REIL Rwy 12 0  
MIRL Rwy 8-26 and 12-30 0

NDB ALU <b><u>380</u></b>	APP CRS <b>127°</b>	Rwy Idg <b>9202</b> TDZE <b>3928</b> Apt Elev <b>3929</b>
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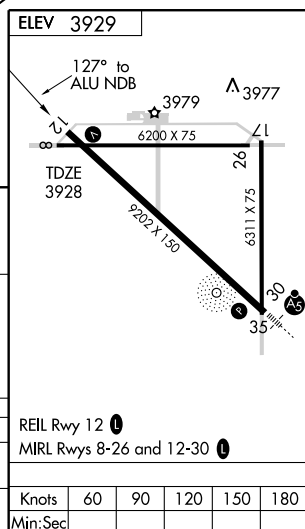
**A NA**

**MISSED APPROACH:** Climb to 5700 then right turn direct ALU NDB and hold.

ASOS <b>135.075</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D	E
S-12	4580-1	652 (700-1)	4580-134 652 (700-134)	4580-2 652 (700-2)	NA
CIRCLING	4580-1	651 (700-1)	4580-134 651 (700-134)	4580-2 651 (700-2)	NA



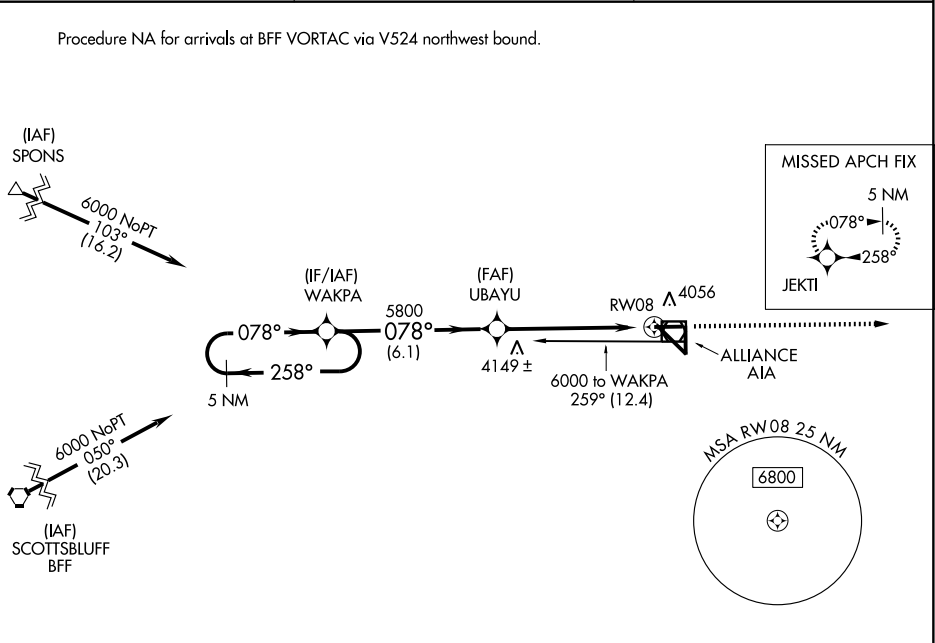
RNAV (GPS) RWY 8  
ALLIANCE MUNI (AIA)

APP CRS	Rwy Idg	6200
078°	TDZE	3931
	Apt Elev	3931

If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 5700 direct JEKTI and hold.

ASOS 135,075	DENVER CENTER 127.95 338.2	UNICOM 123.0 (CTAF) 0
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5 NM Holding Pattern

WAKPA, 6000, 258°, 078°; UBAYU, 5800, 078°; 1.3 NM to RW08; 3.05° TCH 45; 6.1 NM, 4.3 NM, 1.3 NM.

ELEV 3931

TDZE 3931, 078° to RW08, 3979, 6200 X 75, 9202 X 150, 6311 X 75, 35, 30, 26, 1, 1.

CATEGORY	A	B	C	D
LNAV MDA	4400-1	469 (500-1)	4400-1¼ 469 (500-1¼)	4400-1½ 469 (500-1½)
CIRCLING	4400-1	469 (500-1)	4400-1½ 509 (600-1½)	4500-2 569 (600-2)

REIL Rwy 12 0  
MIRL Rwys 8-26 and 12-30 0



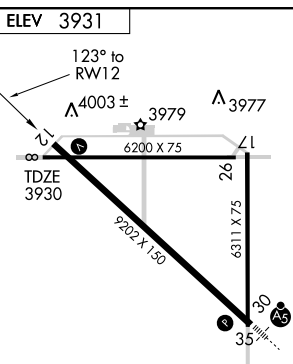
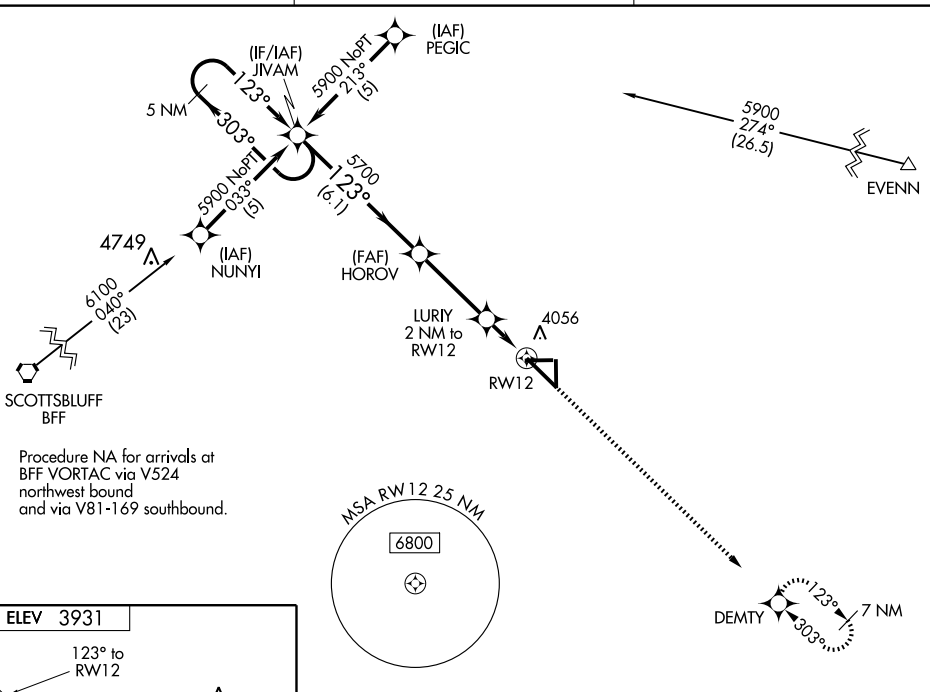
# RNAV (GPS) RWY 12 ALLIANCE MUNI (A1A)

WAAS CH <b>61202</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg TDZE Apt Elev	<b>9202</b> <b>3930</b> <b>3931</b>
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**▲** If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. BARO-VNAV NA when using Scottsbluff altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 6100 direct DENTY and hold.

ASOS <b>135.075</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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REIL Rwy 12 0  
MIRL Rwy 8-26 and 12-30 0

	5 NM Holding Pattern	JIVAM	HOROV	6100	DENTY
	5700	303°	123°	5700	4600
	GS 3.00°	TCH 39	6.1 NM	3.4 NM	0.9
					1.1
CATEGORY	A	B	C	D	
LPV DA		4180-1	250 (300-1)		
LNAV/VNAV DA		4273-1¼	343 (400-1¼)		
LNAV MDA		4320-1	390 (400-1)		4320-1¼ 390 (400-1¼)
CIRCLING	4360-1¼ 429 (500-1¼)	4400-1¼ 469 (500-1¼)	4440-1½ 509 (600-1½)		4500-2 569 (600-2)




WAAS CH <b>82102</b> <b>W30A</b>	APP CRS <b>303°</b>	Rwy Idg TDZE Apt Elev	<b>9202</b> <b>3927</b> <b>3931</b>
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RNAV (GPS) RWY 30  
ALLIANCE MUNI (ATA)

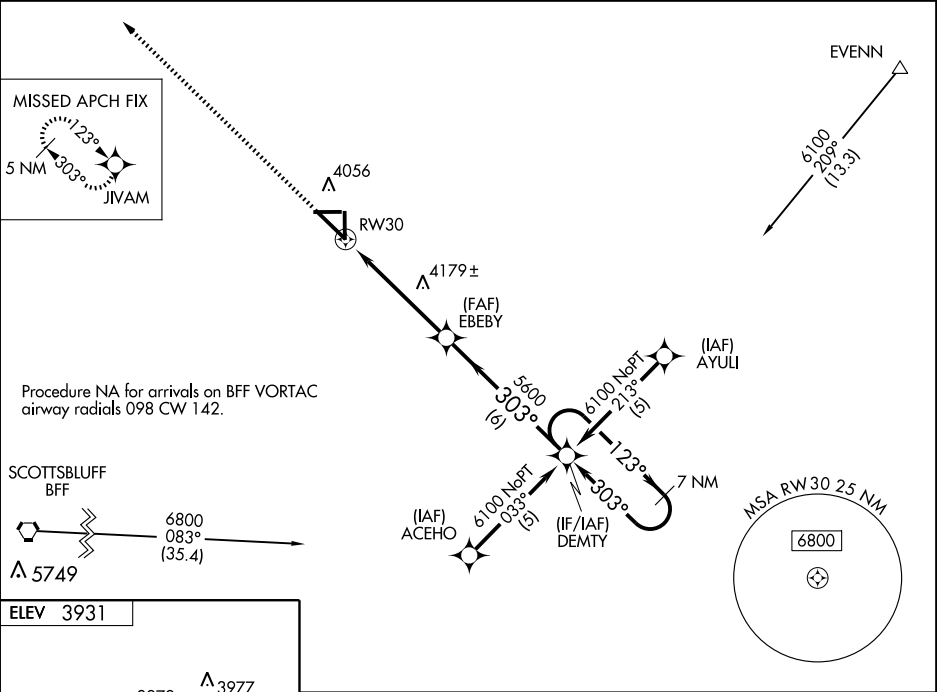
**⚠** For inoperative MALS, increase LNAV/VNAV all Cats and LNAV Cats A/B visibility to 1. If local altimeter setting not received, use Scottsbluff altimeter setting and increase DA 91 feet and all MDA 100 feet, S-30 Cat C/D visibility ¼ mile and circling Cat C ¼ mile. Baro-VNAV NA when using Scottsbluff altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

**MALS**

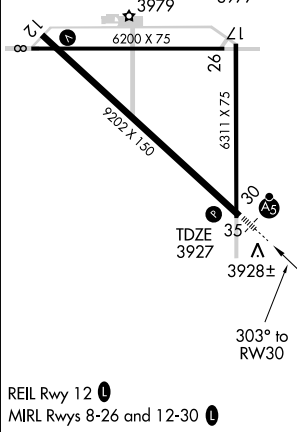


**MISSED APPROACH:**  
Climb to 5900 direct JIVAM and hold.

ASOS <b>135.075</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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**ELEV 3931**



**REIL Rwy 12 0**  
**MIRL Rwy 8-26 and 12-30 0**

**5900 JIVAM**

**VGSI and RNAV glidepath not coincident.**

**\*LNAV only**

**\*1.5 NM to RW30**

**DEMTY 7 NM Holding Pattern**

**123° 6100**

**303° 5600**

**GS 3.00° TCH 39**

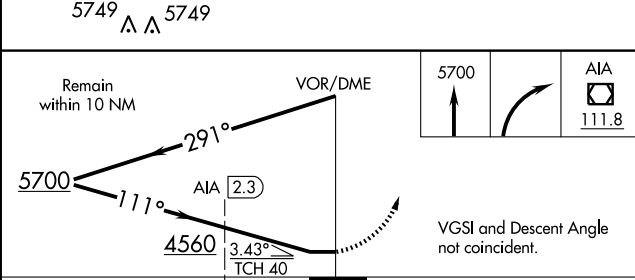
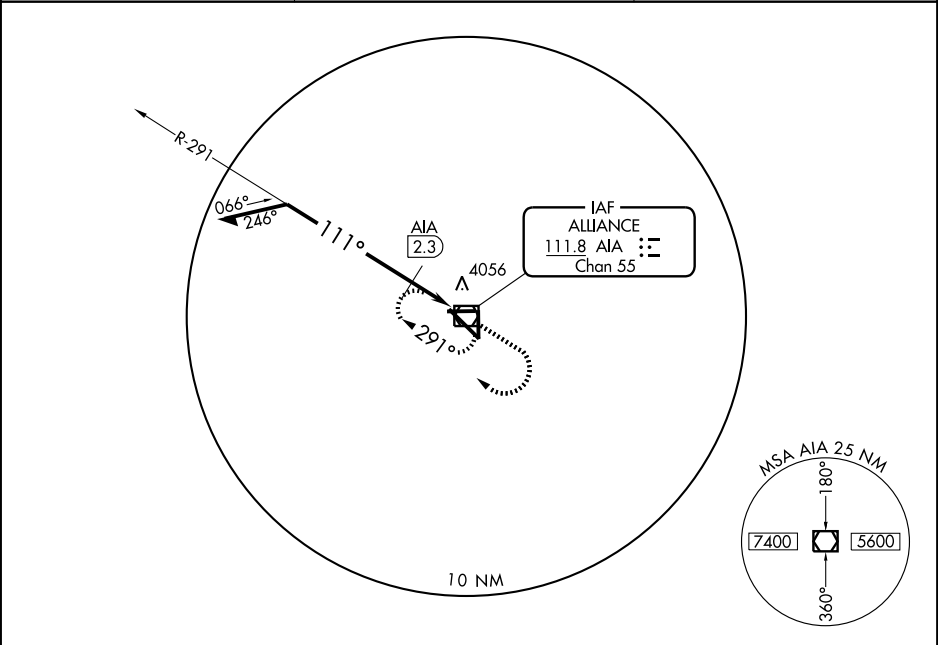
CATEGORY	A	B	C	D
LPV DA	4177-¾	250 (300-¾)		
LNAV/VNAV DA	4178-¾	251 (300-¾)		
LNAV MDA	4440-¾ 513 (600-¾)	4440-1 513 (600-1)	4440-1½ 513 (600-1½)	4440-2 513 (600-2)
CIRCLING	4440-1 509 (600-1)	4440-1½ 509 (600-1½)	4500-2 569 (600-2)	

VOR RWY 12  
ALLIANCE MUNI (AIA)

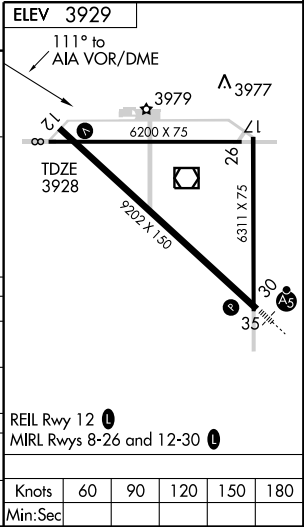
VOR/DME AIA <b>111.8</b> Chan <b>55</b>	APP CRS <b>111°</b>	Rwy Idg TDZE <b>3928</b> Apt Elev <b>3929</b>
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MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS <b>135.075</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
S-12	4560-1 632 (700-1)		4560-1¼ 632 (700-1¾)	4560-2 632 (700-2)
CIRCLING	4560-1 631 (700-1)		4560-1¼ 631 (700-1¾)	4560-2 631 (700-2)
DME MINIMUMS				
S-12	4380-1 452 (500-1)		4380-1¼ 452 (500-1¼)	4380-1½ 452 (500-1½)
CIRCLING	4420-1 491 (500-1)		4420-1½ 491 (500-1½)	4480-2 551 (600-2)



VOR RWY 30  
ALLIANCE MUNI (ATA)

VOR/DME AIA <b>111.8</b> Chan <b>55</b>	APP CRS <b>314°</b>	Rwy Idg <b>9202</b> TDZE <b>3927</b> Apt Elev <b>3931</b>
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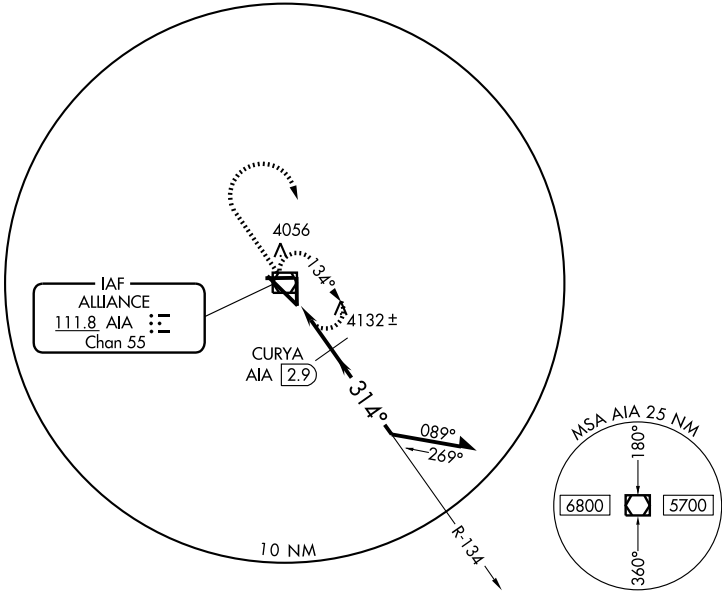
**▲** If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. For inoperative MALSR, increase S-30 Cats A and B visibility to 1. For inoperative MALSR, increase CURYA fix minimums Cats A and B visibility to 1. VDP NA when using Scottsbluff altimeter setting.

MALSR

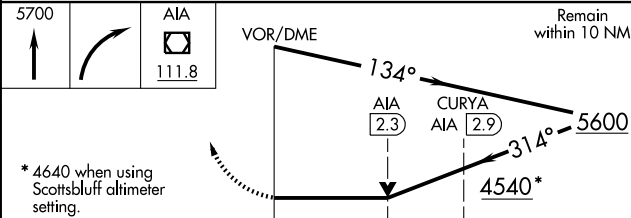


MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

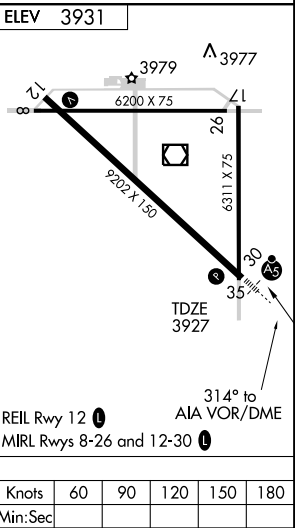
ASOS <b>135.075</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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5749 **▲** **▲** 5749





CATEGORY	A	B	C	D
S-30	4540-3/4	613 (700-3/4)	4540-1 1/4 613 (700-1 1/4)	4540-1 1/2 613 (700-1 1/2)
CIRCLING	4540-1	609 (700-1)	4540-1 3/4 609 (700-1 3/4)	4540-2 609 (700-2)
CURYA FIX MINIMUMS				
S-30	4400-3/4 473 (500-3/4)		4400-1 473 (500-1)	
CIRCLING	4400-1 469 (500-1)		4440-1 1/2 509 (600-1 1/2)	

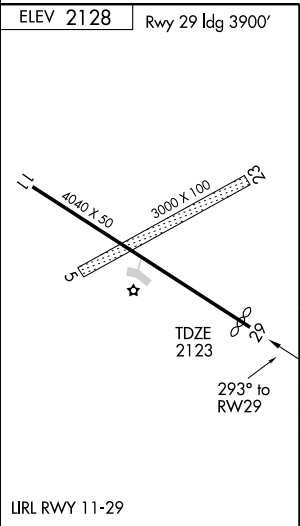
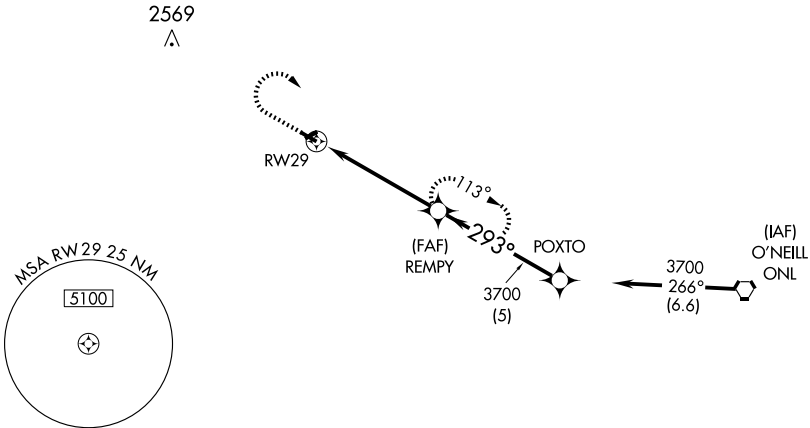




APP CRS	Rwy Idg	3900
293°	TDZE	2123
	Apt Elev	2128

GPS RWY 29

ATKINSON/STUART-ATKINSON MUNI (8V2)

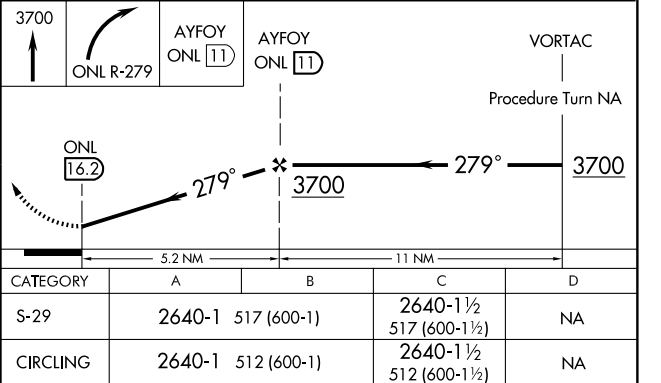
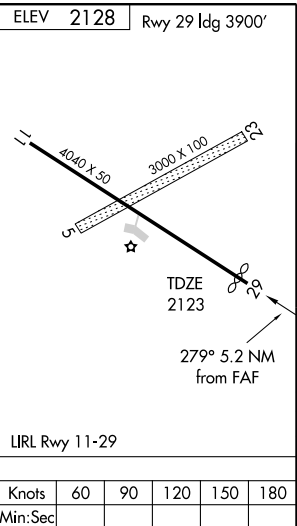
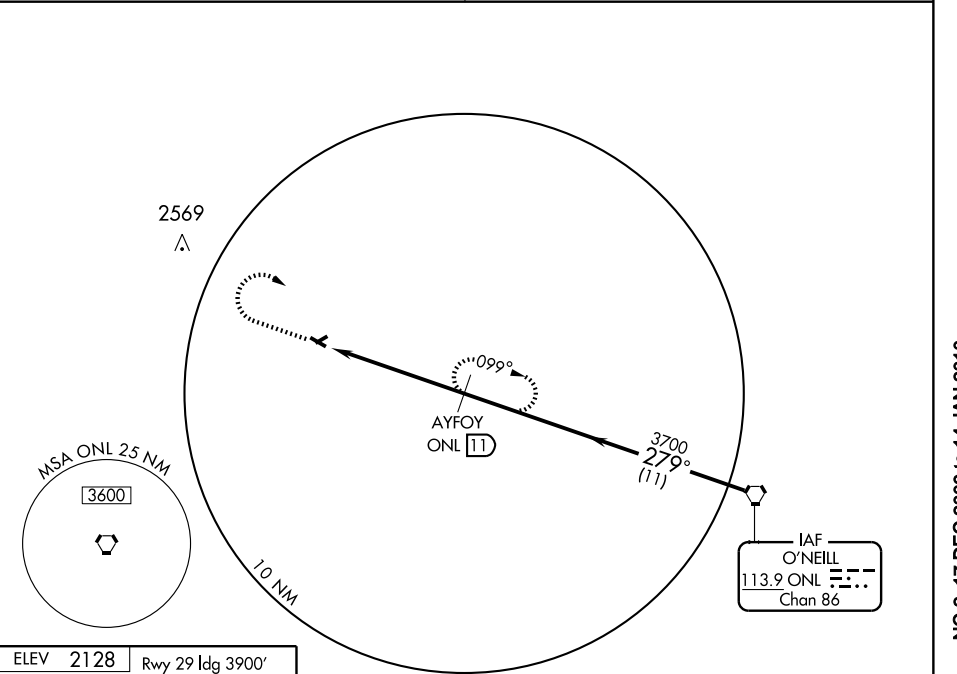
 Use O'Neill altimeter setting.	MISSED APPROACH: Climb to 3700 then right turn direct REMPY WP and hold.
 NA	
MINNEAPOLIS CENTER 128.0 385.5	CTAF 122.9



	3700		REMPY	
				
			REMPY	POXTO
			293°	293°
			3700	3700
				Procedure Turn NA
			5 NM	5 NM
CATEGORY	A	B	C	D
S-29	2640-1	517 (600-1)	2640-1½ 517 (600-1½)	NA
CIRCLING	2640-1	512 (600-1)	2640-1½ 512 (600-1½)	NA

VORTAC ONL	APP CRS	Rwy Idg	3900
113.9	279°	TDZE	2123
Chan 86		Apt Elev	2128

<div><div>▼</div><div>▲ NA</div></div> <div>Use O'Neill altimeter setting.</div>	MISSED APPROACH: Climb to 3700 then right turn via ONL R-279 to AYFOY 11 DME and hold.
MINNEAPOLIS CENTER 128.0 385.5	CTAF 122.9







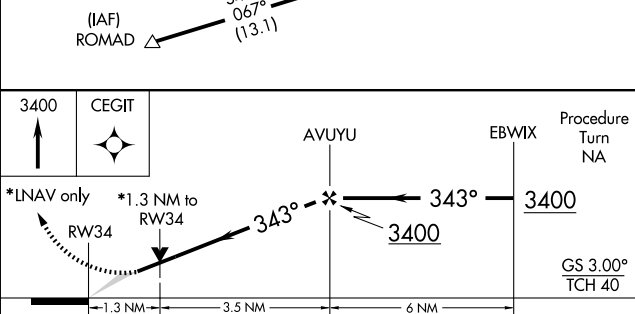
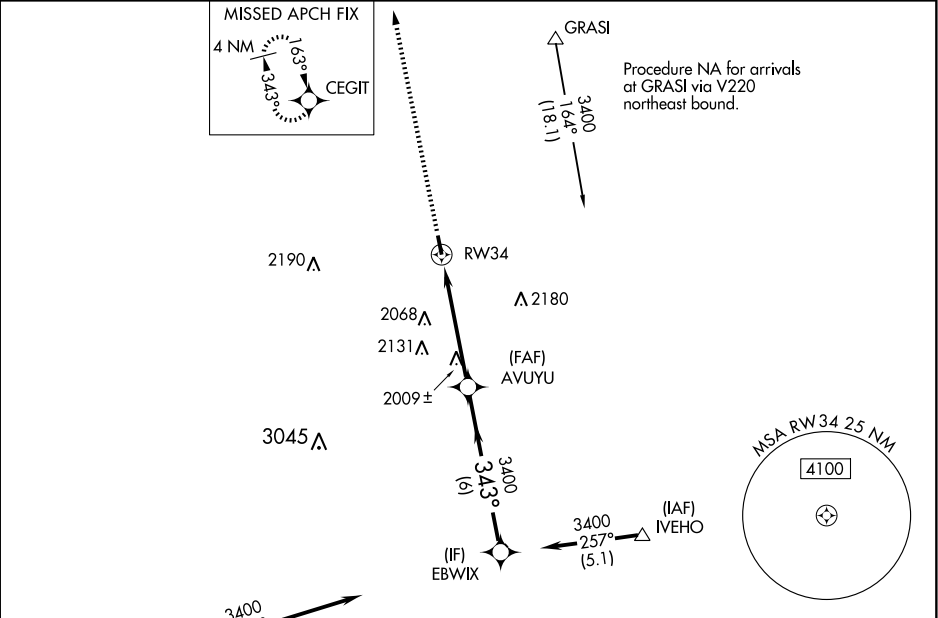
WAAS CH <b>87009</b> <b>W34A</b>	APP CRS <b>343°</b>	Rwy Idg TDZE Apt Elev	<b>4301</b> <b>1801</b> <b>1803</b>
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RNAV (GPS) RWY 34  
AURORA MUNI-AL POTTER FIELD (AUH)

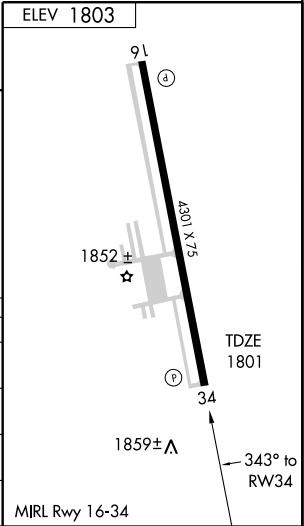
Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet. VDP NA when using Grand Island altimeter setting.

MISSED APPROACH:  
Climb to 3400 direct  
CEGIT and hold.

AWOS-3 <b>121.225</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
LPV DA	2051-1	250 (300-1)		NA
LNAV/VNAV DA	2129-1 ¼	328 (400-1 ¼)		NA
LNAV MDA	2260-1	459 (500-1)		NA
CIRCLING	2300-1 497 (500-1)	2340-1 537 (600-1)		NA





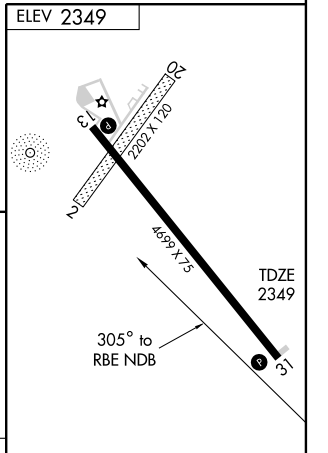
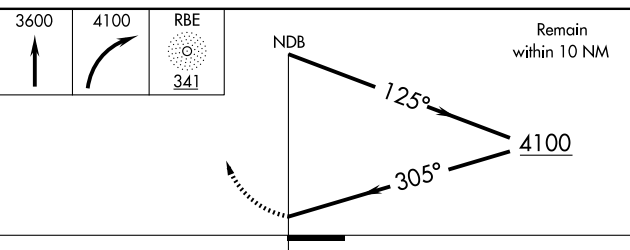
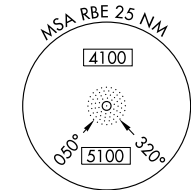
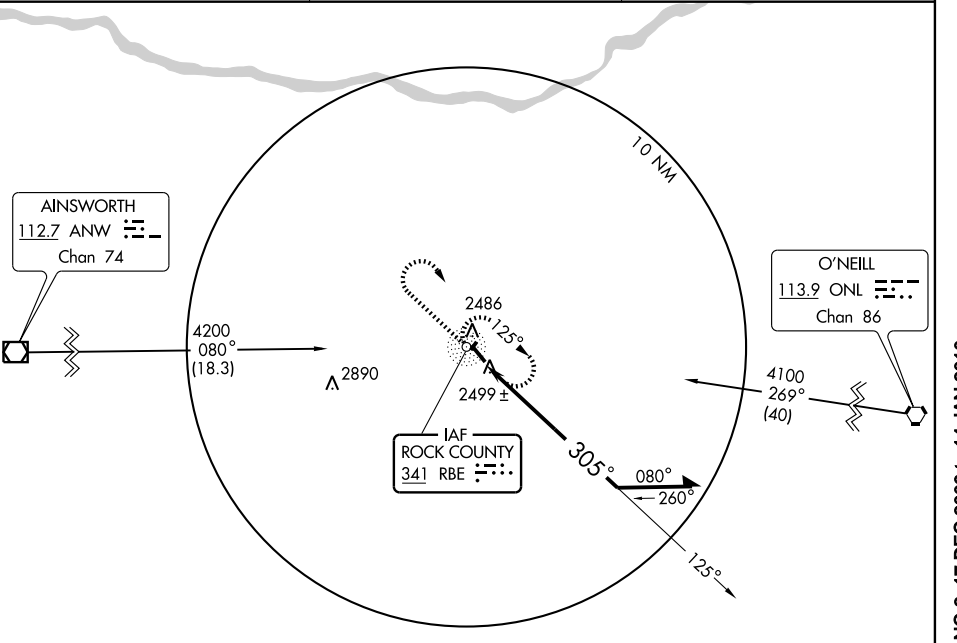
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Use Ainsworth altimeter setting.

MISSED APPROACH: Climb to 3600, then climbing right turn to 4100 direct RBE NDB and hold.

DENVER CENTER 127.95 338.2	CTAF 122.9	122.8 0
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CATEGORY	A	B	C	D
S-31	3060-1	711 (800-1)		NA
CIRCLING	3060-1	711 (800-1)		NA

MIRL Rwy 13-31 0

NC-2, 17 DEC 2009 to 14 JAN 2010

APP CRS  
**133°**

Rwy Idg	<b>4699</b>
TDZE	<b>2348</b>
Apt Elev	<b>2349</b>

## RNAV (GPS) RWY 13

BASSETT/ROCK COUNTY (RBE)



Use Ainsworth altimeter setting.



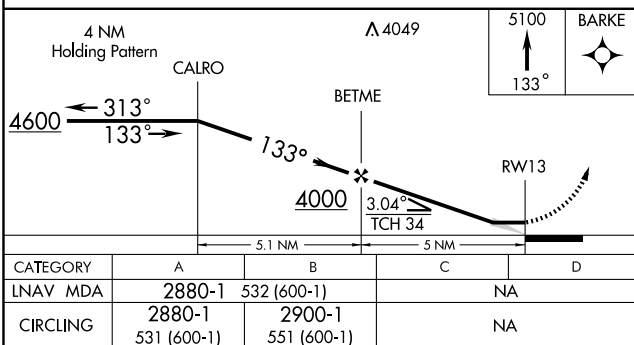
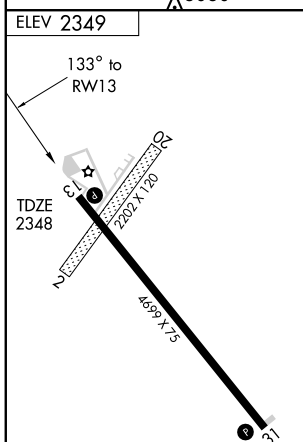
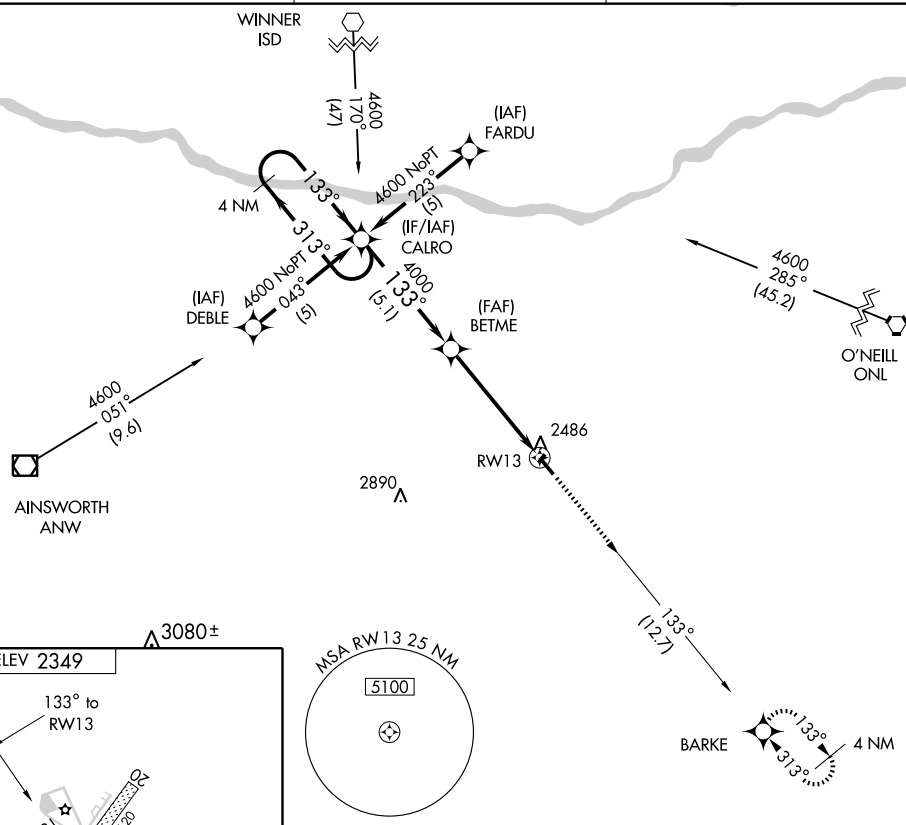
**A** NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA

**MISSED APPROACH:** Climb to 5100 via 133° course to BARKE and hold.

DENVER CENTER  
127.95 338.2

CTAF  
122.9

**122.8 L**

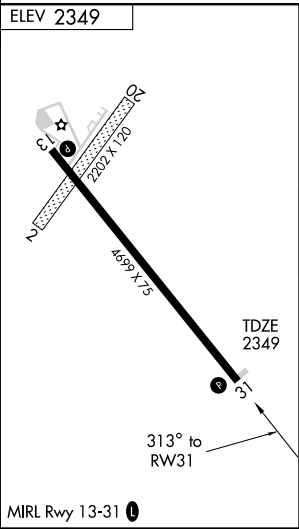
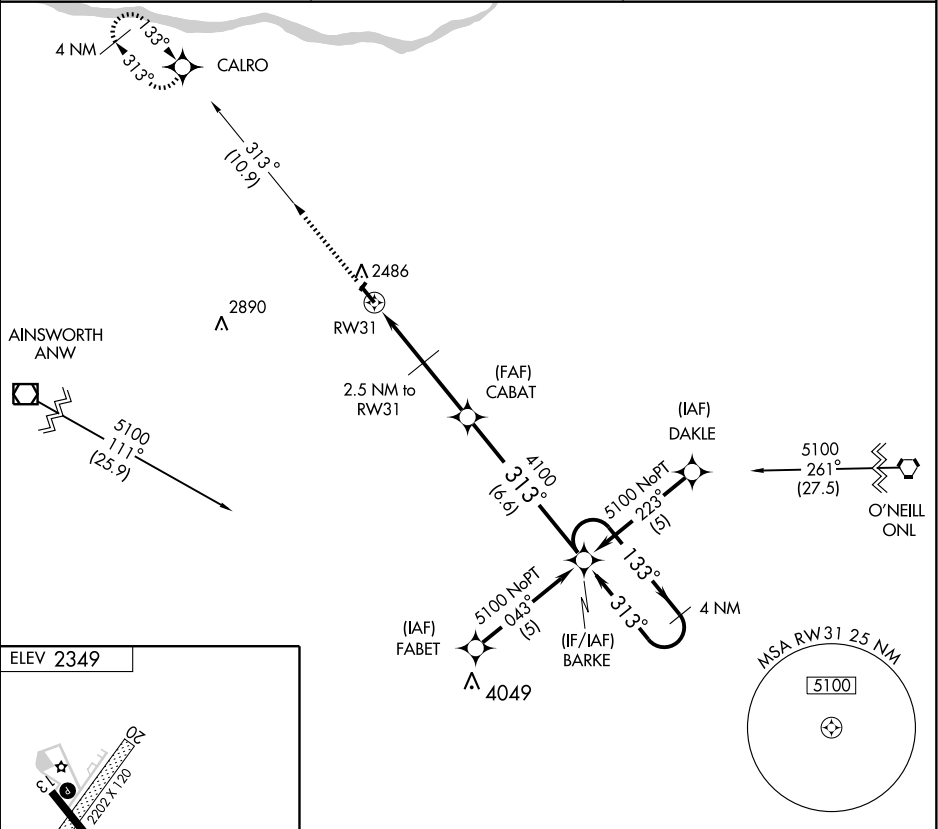


APP CRS <b>313°</b>	Rwy Idg <b>4699</b> TDZE <b>2349</b> Apt Elev <b>2349</b>
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**RNAV (GPS) RWY 31**  
BASSETT/ROCK COUNTY (RBE)

Use Ainsworth altimeter setting.	MISSED APPROACH: Climb to 4600 via 313° course to CALRO and hold.
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA	

DENVER CENTER <b>127.95 338.2</b>	CTAF <b>122.9</b>	<b>122.8</b>
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<div>4600 ↑ 313°</div> <div>CALRO </div>		<div>2.5 NM to RW31</div> <div>CABAT</div> <div>BARKE</div> <div>4 NM Holding Pattern</div> <div>133° ← 313° 5100</div> <div>VGSI and descent angles not coincident.</div>		
<div>RW31</div> <div>3180</div> <div>4100</div> <div>2.5 NM 2.8 NM 6.6 NM</div>				
CATEGORY	A	B	C	D
LNNAV MDA	2840-1	491 (500-1)	NA	
CIRCLING	2880-1	2900-1	NA	
	531 (600-1)	551 (600-1)		

APP CRS	Rwy Idg	4401
136°	TDZE	1319
	Apt Elev	1324

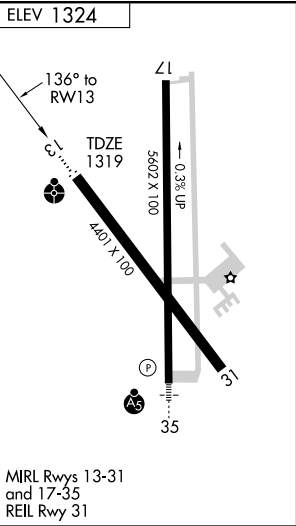
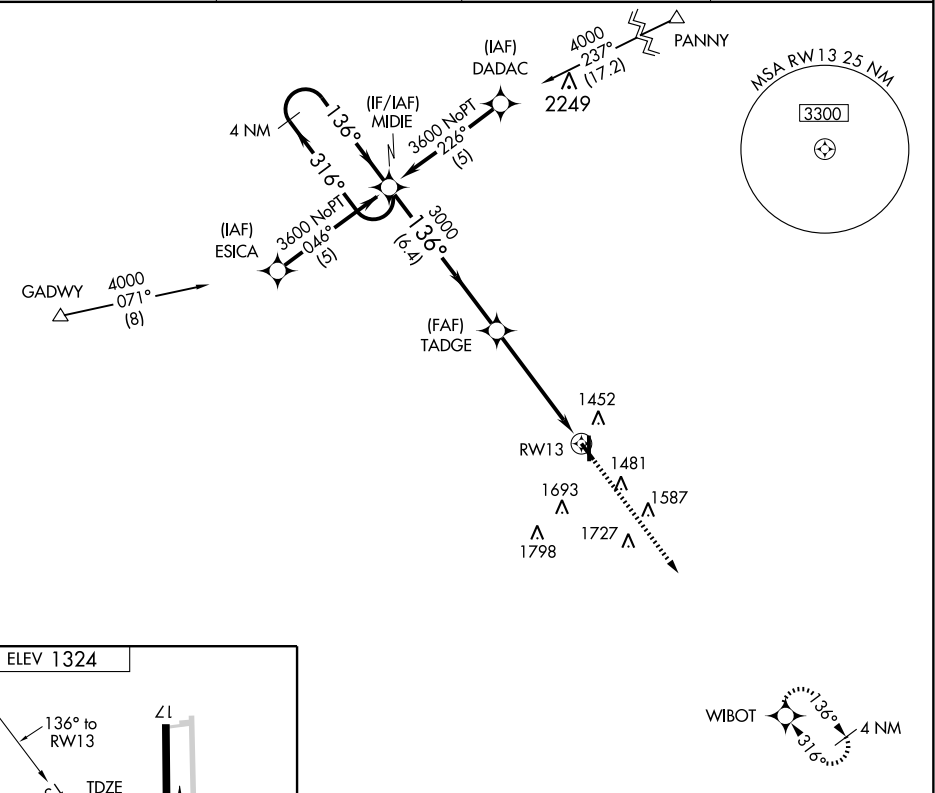
AL-936 (FAA)

# RNAV (GPS) RWY 13

BEATRICE MUNI (BIE)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Inoperative table does not apply to Cat C.	ODALS	MISSED APPROACH: Climb to 3600 direct WIBOT WP and hold.
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AWOS-3 124.675	MINNEAPOLIS CENTER 126.4 317.7	COLUMBUS RADIO 122.5	UNICOM 122.8 (CTAF)
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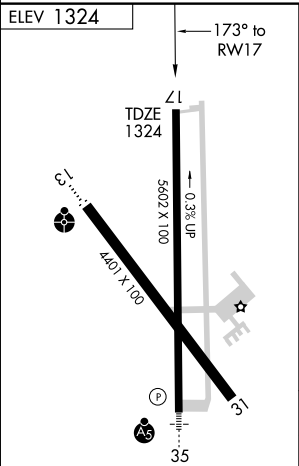
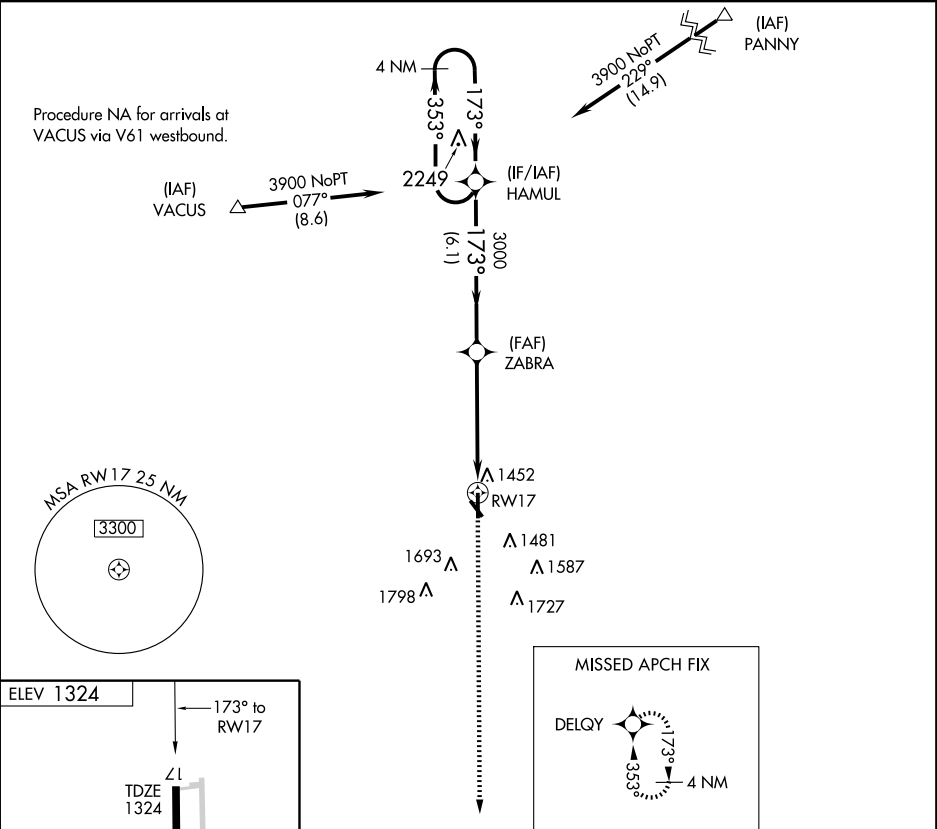
	4 NM Holding Pattern	MIDIE	TADGE	1.2 NM to RW13	3600	WIBOT
	3600	316°	136°	3000	3.05° TCH 45	
		6.4 NM	3.9 NM	1.2		
CATEGORY	A	B	C	D		
RNAV MDA	1760-3/4	441 (500-3/4)	1760-1 1/4	1760-1 1/2		
			441 (500-1 1/4)	441 (500-1 1/2)		
CIRCLING	1820-1	496 (500-1)	1820-1 1/2	2060-2 1/4		
			496 (500-1 1/2)	736 (800-2 1/4)		

MIRL Rwy 13-31  
and 17-35  
REIL Rwy 31

APP CRS	Rwy Idg	5602
173°	TDZE	1324
	Apt Elev	1324

RNAV (GPS) RWY 17  
BEATRICE MUNI (BIE)

⚠ If local altimeter setting not received, use Lincoln altimeter setting and increase all MDAs 100 feet. VDP NA when using Lincoln altimeter setting. DME/DME RNP-0.3 NA.			MISSED APPROACH: Climb to 3600 direct DELQY and hold.
AWOS-3 124.675	MINNEAPOLIS CENTER 126.4 317.7	COLUMBUS RADIO 122.5	UNICOM 122.8 (CTAF) 0



REIL Rwy 31  
MIRL Rwy 13-31 and 17-35

4 NM Holding Pattern		HAMUL	ZABRA	3600	DELQY
3900		353°	173°	1.2 NM to RW17	
		173°	3000	3.04° TCH 45	
		6.1 NM	3.9 NM	1.2	
CATEGORY	A	B	C	D	
RNAV MDA	1760-1	436 (500-1)	1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)	
CIRCLING	1820-1	496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)	

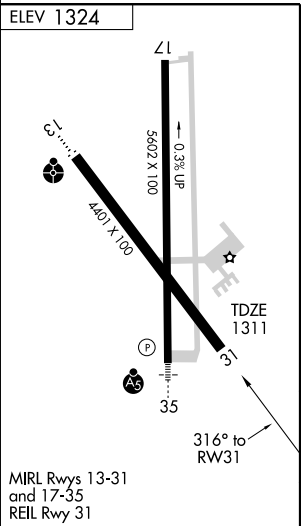
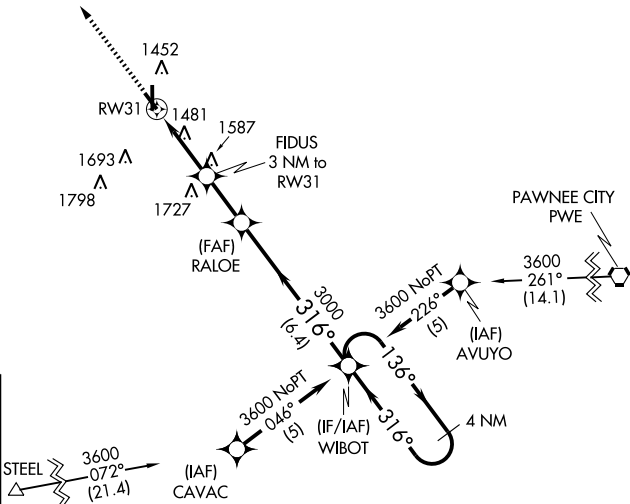
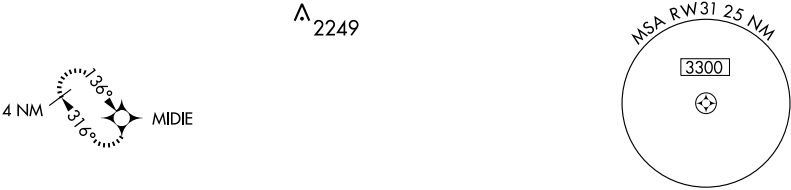
APP CRS	Rwy Idg	4401
316°	TDZE	1311
	Apt Elev	1324

AL-936 (FAA)

# RNAV (GPS) RWY 31

BEATRICE MUNI (BIE)

⚠ NA    GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 3600 direct MIDIE WP and hold.	
AWOS-3 124.675	MINNEAPOLIS CENTER 126.4 317.7	COLUMBUS RADIO 122.5	UNICOM 122.8 (CTAF) ①



3600	MIDIE	FIDUS	RALOE	WIBOT	4 NM Holding Pattern
1.2 NM to RW31	3.04° TCH 45	316°	3000	136°	3600
1.2	1.8	2.1 NM	6.4 NM		
CATEGORY	A	B	C	D	
LNVA MDA	1740-1	429 (500-1)	1740-1¼ 429 (500-1¼)	1740-1½ 429 (500-1½)	
CIRCLING	1820-1	496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)	



WAAS CH <b>61099</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg <b>5602</b> TDZE <b>1307</b> Apt Elev <b>1324</b>
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## RNAV (GPS) RWY 35

BEATRICE MUNI (BIE)

**A** If local altimeter setting not received, use Lincoln altimeter setting and increase all DAs/MDAs 100 feet. DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (3°F). BARO-VNAV and VDP NA when using Lincoln altimeter setting. For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV Cat A/B visibility to 1.

MALSR



**MISSED APPROACH:**  
Climb to 3900 direct  
HAMUL and hold.

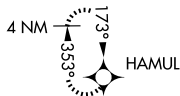
AWOS-3  
124,675

MINNEAPOLIS CENTER  
126.4 317.7

COLUMBUS RADIO  
**122.5**

UNICOM  
122.8 (CTAF) **L**

MISSED APCH FIX



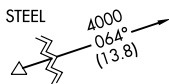
MSA RW35 25 NM

3300

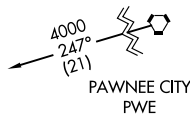


2118  
A

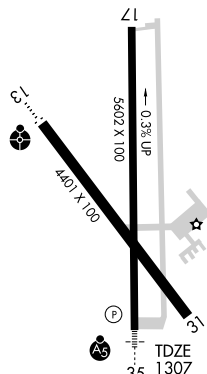
Procedure NA for arrivals at STEEL on V532 southbound, V216 westbound.



Procedure NA for arrivals at  
PWE VORTAC on airways  
radials 189 CW 292.




ELEV 1324



MIRL Rwy 13-31  
and 17-35  
REIL Rwy 31

← 353° to  
RW35

3900	HAMUL
	

\* LNAV only.

\* 1.8 NM to  
RW/25

CAVG|

DELQY

### Holding Pattern

3000

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 45}$$

		1.8		3.3 NM		6.6 NM			
CATEGORY		A		B		C		D	
LPV	DA			1557- $\frac{3}{4}$		250 (300- $\frac{3}{4}$ )			
INAV/ VNAV	DA			1796-1 $\frac{1}{4}$		489 (500-1 $\frac{1}{4}$ )			
INAV	MDA	1920- $\frac{3}{4}$		613 (700- $\frac{3}{4}$ )		1920-1 $\frac{1}{4}$ 613 (700-1 $\frac{1}{4}$ )		1920-1 $\frac{1}{2}$ 613 (700-1 $\frac{1}{2}$ )	
CIRCLING		1920-1 $\frac{3}{4}$		596 (600-1 $\frac{3}{4}$ )				2060-2 $\frac{1}{4}$ 736 (800-2 $\frac{1}{4}$ )	

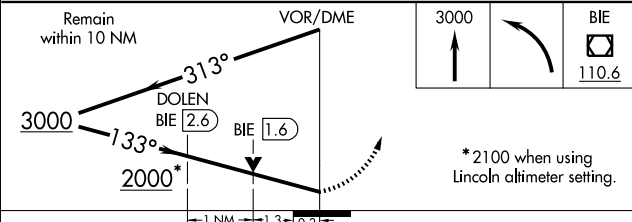
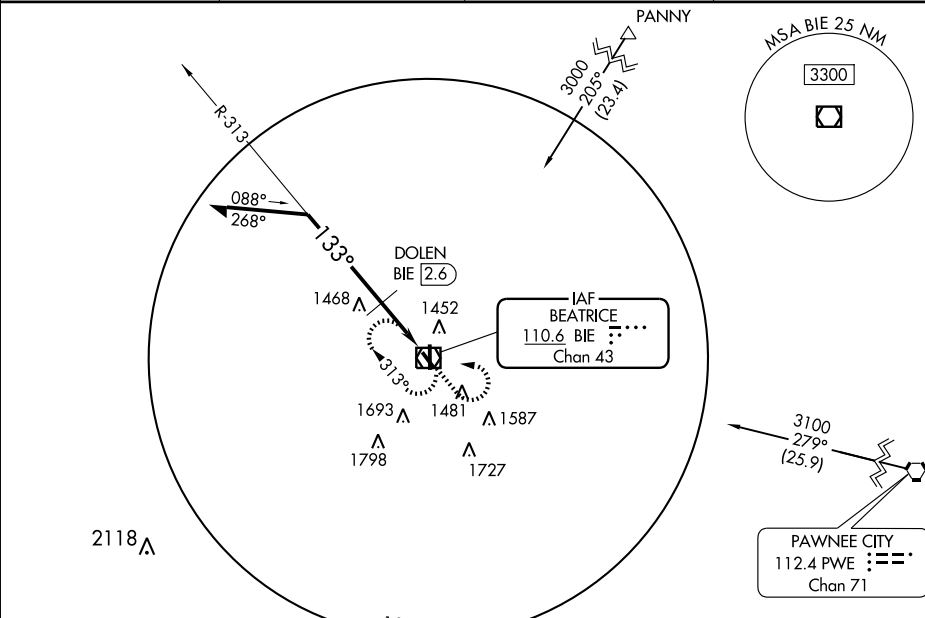
VOR RWY 13  
BEATRICE MUNI (BIE)

VOR/DME BIE	APP CRS	Rwy Idg	4401
110.6	133°	TDZE	1319
Chan 43		Apt Elev	1324

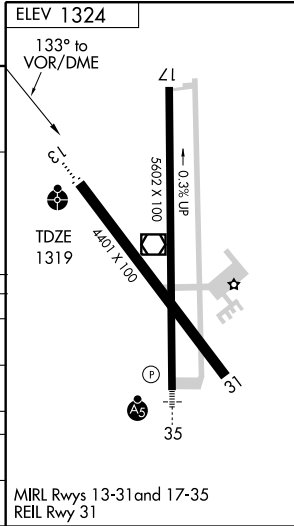
ODALS  
MISSED APPROACH:  
Climb to 3000 then left  
turn direct BIE  
VOR/DME and hold.

Inoperative table does not apply to S-13 Cat C. When local altimeter setting not received, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-13 Cat B ½ mile and Cats C and D ¼ mile and circling Cats B and C ¼ mile and Cat D ½ mile, DOLEN fix minimums S-13 Cat C and D ¼ mile, and circling Cat D ½ mile. VDP NA when using Lincoln altimeter setting. Inoperative table does not apply to S-13 Cat B/C, and DOLEN fix minimums S-13 Cat C when using Lincoln altimeter setting.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
124.675	126.4 317.7	122.5	122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-13	2000-¾ 681 (700-¾)		2000-2 681 (700-2)	2000-2¼ 681 (700-2¼)
CIRCLING	2000-1 676 (700-1)		2000-2 676 (700-2)	2060-2¼ 736 (800-2¼)
DOLEN FIX MINIMUMS				
S-13	1760-¾ 441 (500-¾)		1760-1¼ 441 (500-1¼)	1760-1½ 441 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



VOR/DME BIE  
**110.6**  
Chan **43**

APP CRS  
176°

Rwy Idg	<b>5602</b>
TDZE	<b>1324</b>
Apt Elev	<b>1324</b>

VOR RWY 17  
BEATRICE MUNI (BIE)

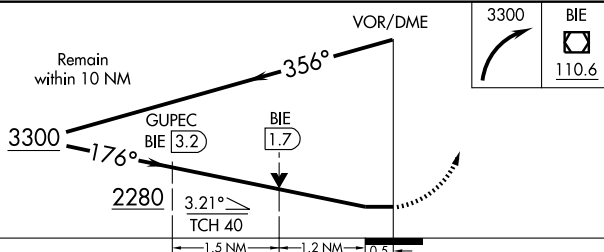
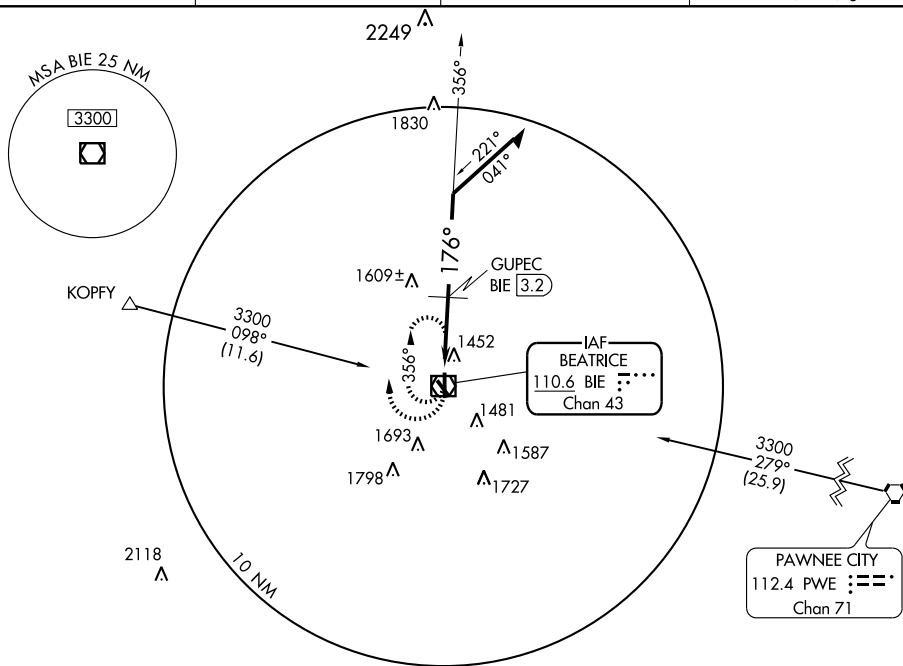
**T** When local altimeter setting not received, procedure NA.

**MISSED APPROACH:** Climbing right turn to 3300 in BIE VOR/DME holding pattern.

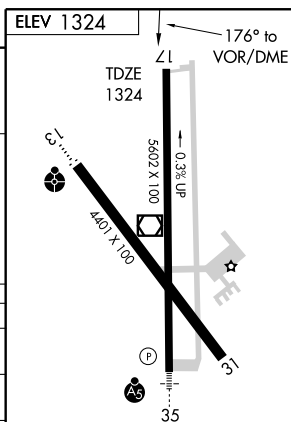
AWOS-3  
124,675

MINNEAPOLIS CENTER  
126.4 317.7

COLUMBUS RADIO  
122.5

UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-17	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3	956 (1000-3)
CIRCLING	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3	956 (1000-3)
GUPEX FIX MINIMUMS				
S-17	1760-1	436 (500-1)	1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)
CIRCLING	1820-1	496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



REIL Rwy 31  
MIRL Rwy 13-31 and 17-35

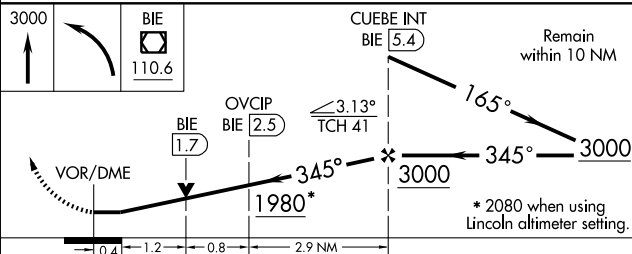
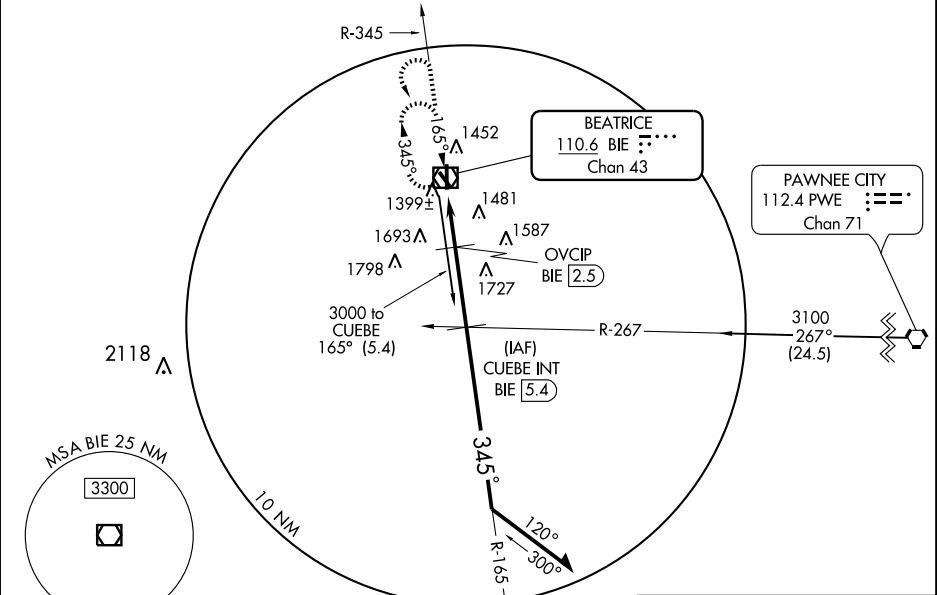
VOR RWY 35  
BEATRICE MUNI (BIE)

VOR/DME BIE 110.6 Chan 43	APP CRS 345°	Rwy Idg TDZE Apt Elev	5602 1307 1324
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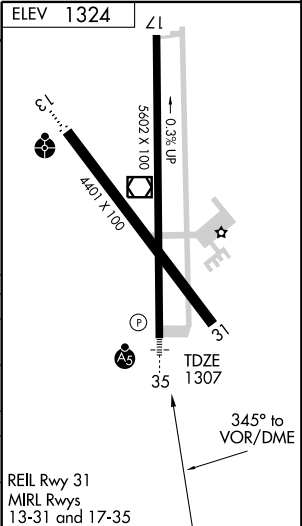
MALSR  
MISSED APPROACH:  
Climb to 3000 then  
left turn direct BIE  
VOR/DME and hold.

For inoperative MALSR, increase S-35 Cats A and B visibility to 1. When local altimeter setting not recieved, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-35 Cats C and D ½ mile, circling Cats B and C ¼ mile and Cat D ½ mile, OVCIP fix minimums S-35 Cats C and D ¼ mile, circling Cat D ½ mile. OVCIP fix minimums: for inoperative MALSR, increase S-35 Cats A/B visibility to 1. For inoperative MALSR when using Lincoln altimeter setting, increase S-35 Cat A/B and OVCIP fix minimums Cat A/B visibility to 1.

AWOS-3 124.675	MINNEAPOLIS CENTER 126.4 317.7	COLUMBUS RADIO 122.5	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-35	1980-¾ 673 (700-¾)		1980-1½ 673 (700-1½)	1980-1¾ 673 (700-1¾)
CIRCLING	1980-1 656 (700-1)		1980-2 656 (700-2)	2060-2¼ 736 (800-2¼)
OVCIP FIX MINIMUMS				
S-35	1740-¾ 433 (500-¾)		1740-1 433 (500-1)	
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



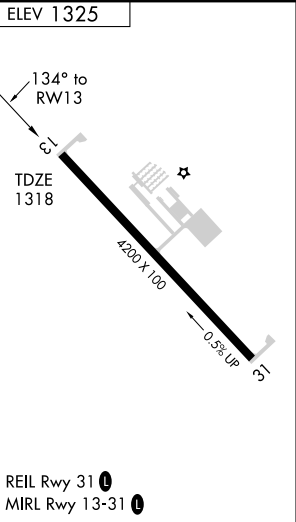
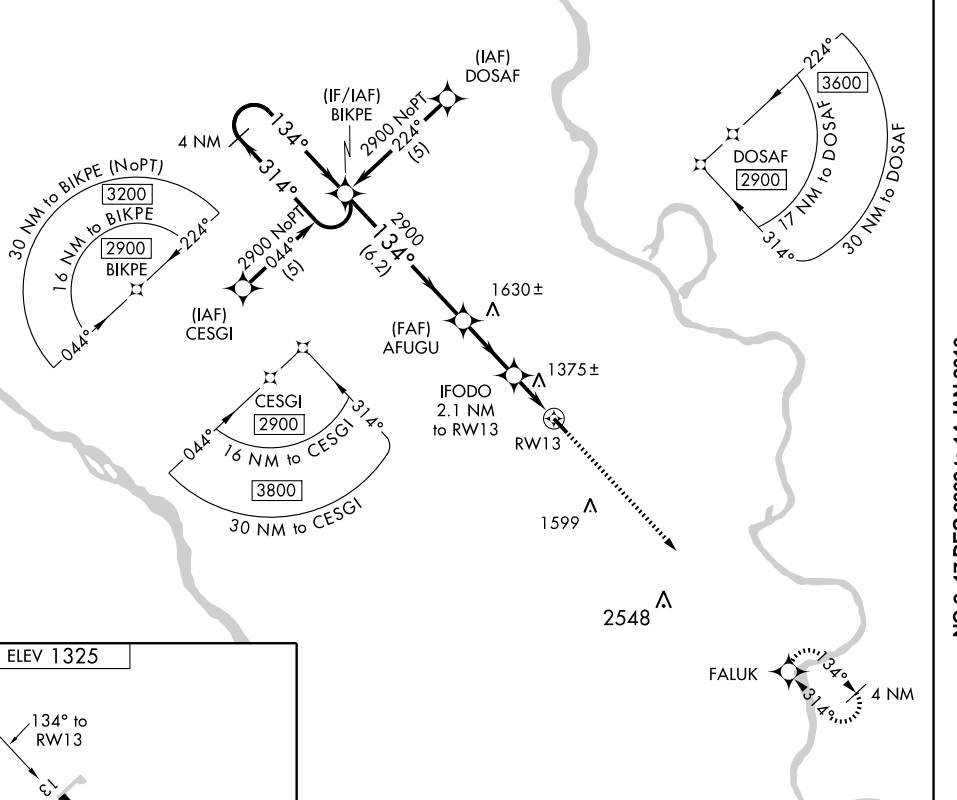
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DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3600 direct FALUK and hold.

AWOS-3 120.225	OMAHA APP CON 120.1 354.05	CTAF 122.9 0
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<div><div>4 NM Holding Pattern</div><div>BIKPE</div><div>AFUGU</div><div>IFODO 2.1 NM to RW13</div><div>1.3 NM to RW13</div><div>RW13</div><div>3600</div><div>FALUK</div></div>				
<div><div>2900</div><div>← 314°</div><div>134° →</div><div>2900</div><div>2020</div><div>3.04°</div><div>TCH 40</div></div>				
<div><div>6.2 NM</div><div>2.7 NM</div><div>0.8 NM</div><div>1.3 NM</div></div>				
CATEGORY	A	B	C	D
LNAV MDA	1780-1 462 (500-1)			NA
CIRCLING	1780-1 455 (500-1)			NA

REIL Rwy 31 0
 

MIRL Rwy 13-31 0

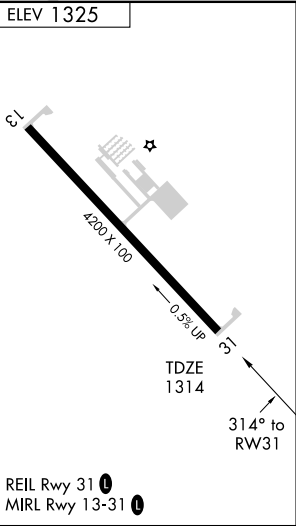
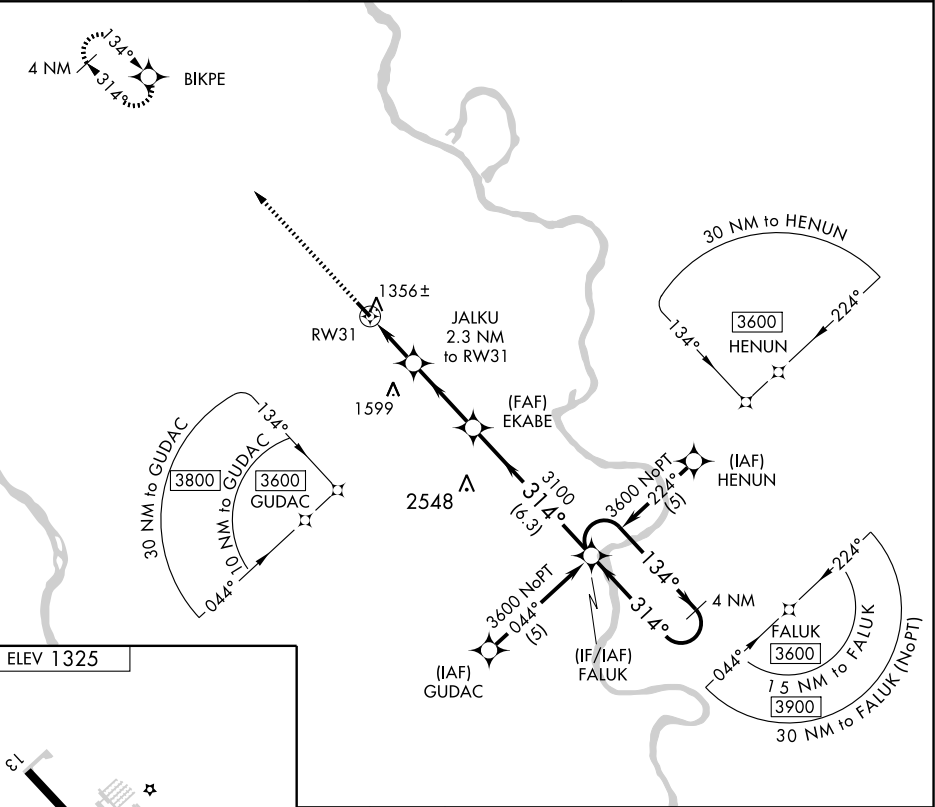
RNAV (GPS) RWY 31

BLAIR MUNI (BTA)

APP CRS	Rwy Idg	4200
314°	TDZE	1314
	Apt Elev	1325

<div><div></div><div></div></div> <div>DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 80 feet.</div>	MISSED APPROACH: Climb to 2900 direct BIKPE and hold.
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AWOS-3 120.225	COLUMBUS CENTER 120.1 354.05	CTAF 122.9 0
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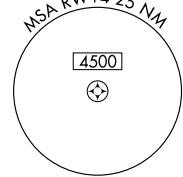
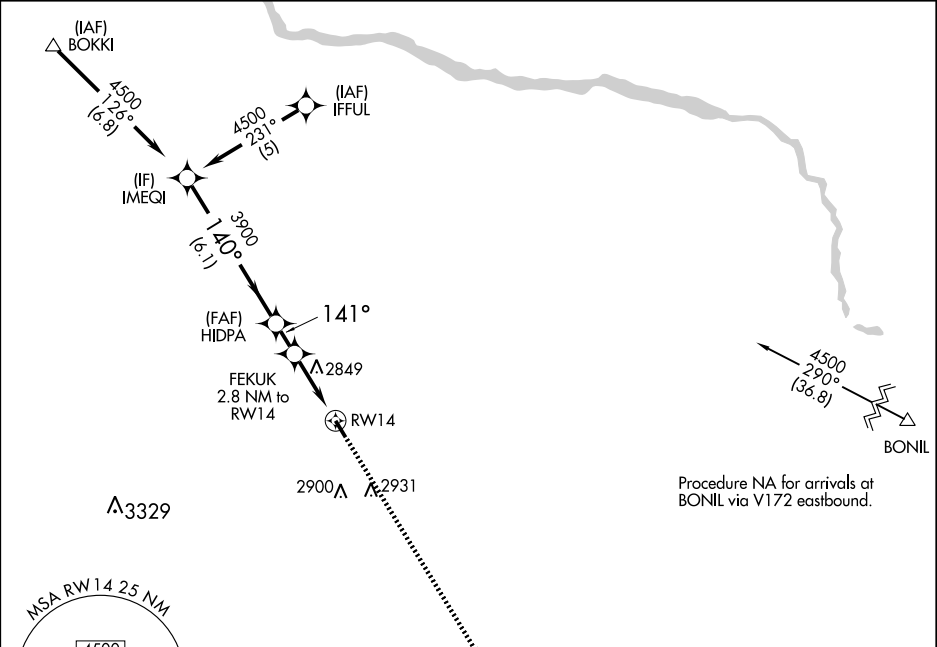
2900	BIKPE	JALKU 2.3 NM to RW31	EKABE	FALUK	4 NM Holding Pattern
		0.9 NM to RW31			
		RW31			
		2060	3100	3600	
		0.9 NM	1.4 NM	3.2 NM	6.3 NM
CATEGORY	A	B	C	D	
LNAV MDA	1620-1	306 (300-1)	NA	NA	
CIRCLING	1680-1 355 (400-1)	1780-1 455 (500-1)	NA	NA	

WAAS CH <b>72609</b> <b>W14A</b>	APP CRS <b>141°</b>	Rwy Idg TDZE Apt Elev	<b>4203</b> <b>2547</b> <b>2547</b>
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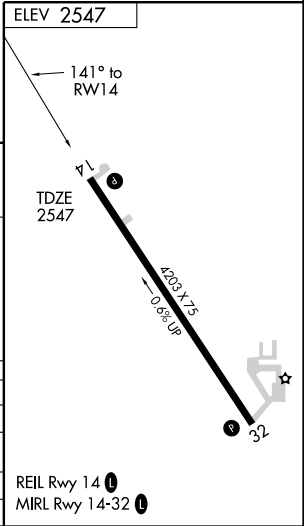
RNAV (GPS) RWY 14  
BROKEN BOW MUNI (BBW)

<p><b>⚠</b> When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV and circling Cat B visibility ¼ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).</p>	<p>MISSED APPROACH: Climb to 4300 direct LUXXE and hold.</p>
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ASOS <b>120.0</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Procedure Turn NA		IMEQI	HIDPA	FEKUK 2.8 NM to RW14	LUXXE
4500		3900	3480	1.9 NM to RW14	4300
GS 3.00° TCH 40		140°	141°	*1.9 NM to RW14	*LNAV only.
VGSi and RNAV glidepath not coincident.		6.1 NM	1.3 NM	0.9 NM	1.9 NM
CATEGORY	A	B	C	D	
LPV DA	2802-1	255 (300-1)		NA	
LNAV/VNAV DA	3192-2 ¼	645 (700-2 ¼)		NA	
LNAV MDA	3180-1	633 (700-1)		NA	
CIRCLING	3180-1	633 (700-1)		NA	



REIL Rwy 14 0  
MIRL Rwy 14-32 0

WAAS CH <b>97409</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Idg TDZE Apt Elev	<b>4203</b> <b>2534</b> <b>2547</b>
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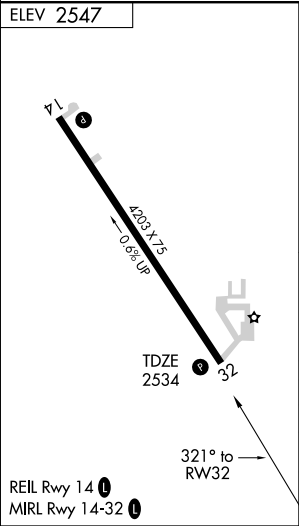
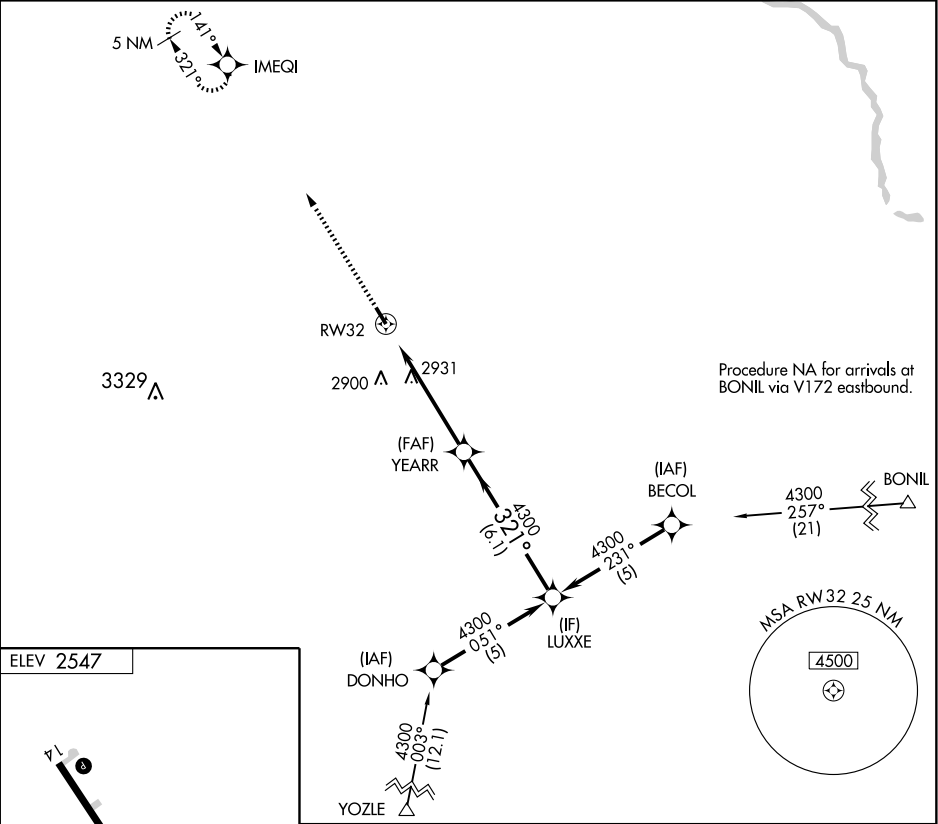
# RNAV (GPS) RWY 32

BROKEN BOW MUNI (BBW)

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility ¾ mile, increase LNAV/VNAV all Cats visibility 1¼ mile, increase LNAV and Circling Cat B visibility ¼ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:**  
Climb to 4500 direct IMEQI and hold.

ASOS <b>120.0</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF) 0</b>
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<div><div>4500 IMEQI</div><div>* LNAV only.</div><div>* 2 NM to RWY32</div><div>RWY32</div><div>YEARR</div><div>LUXXE</div><div>Procedure Turn NA</div><div>GS 3.00° TCH 40</div><div>2 NM 3.4 NM 6.1 NM</div></div>				
CATEGORY	A	B	C	D
LPV DA	2833-1	299 (300-1)	NA	
LNAV/VNAV DA	3301-2¾	767 (800-2¾)	NA	
LNAV MDA	3200-1	666 (700-1)	NA	
CIRCLING	3200-1	653 (700-1)	NA	



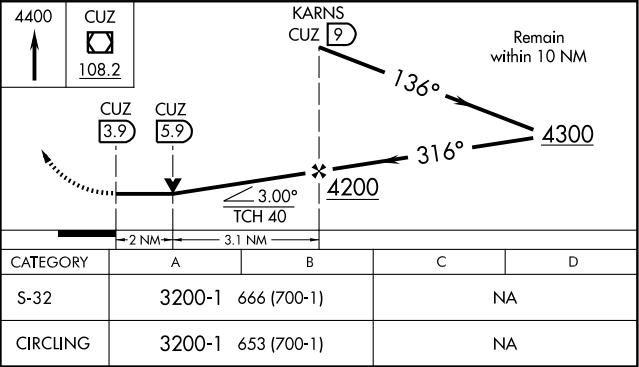
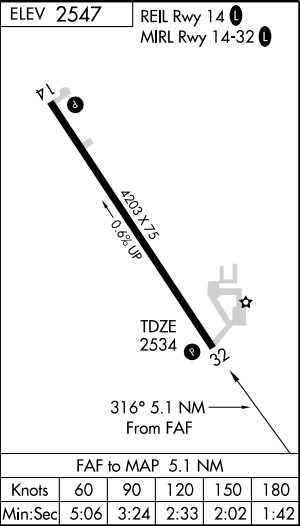
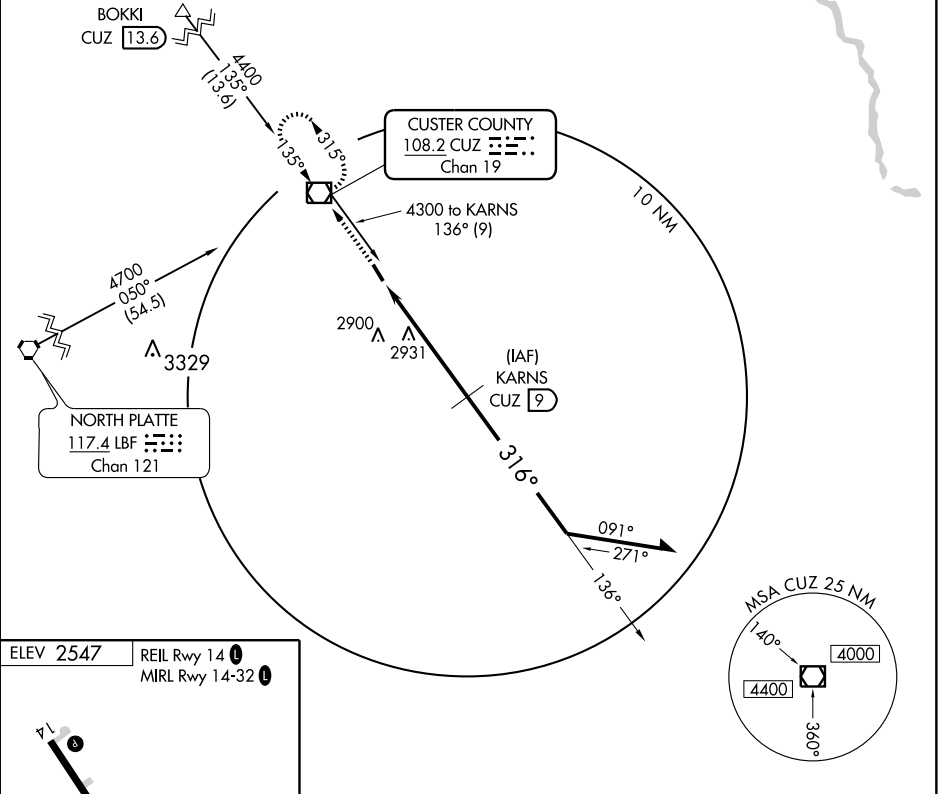
VOR/DME CUZ	APP CRS	Rwy Idg	4203
108.2	316°	TDZE	2534
Chan 19		Apt Elev	2547

VOR/DME RWY 32  
BROKEN BOW MUNI (BBW)

▼ When local altimeter setting not received; use North Platte Rgnl altimeter setting and increase all MDAs 160 feet, increase Cat B visibility to 1 ¼ miles, and Circling Cat B visibility to 1 ¼ miles. VDP NA when using North Platte Rgnl altimeter setting.

▲ MISSED APPROACH: Climb to 4400 direct CUZ VOR/DME and hold.

ASOS 120.0	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 1
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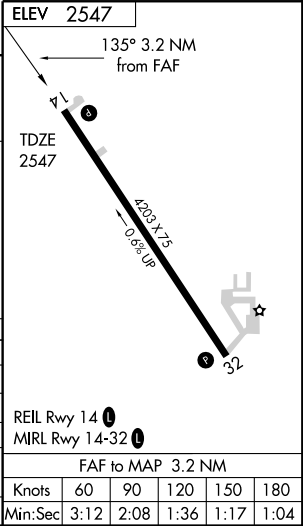
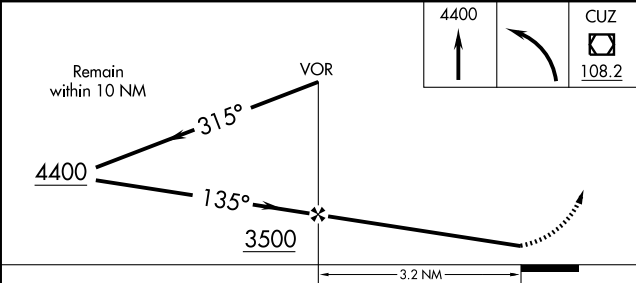
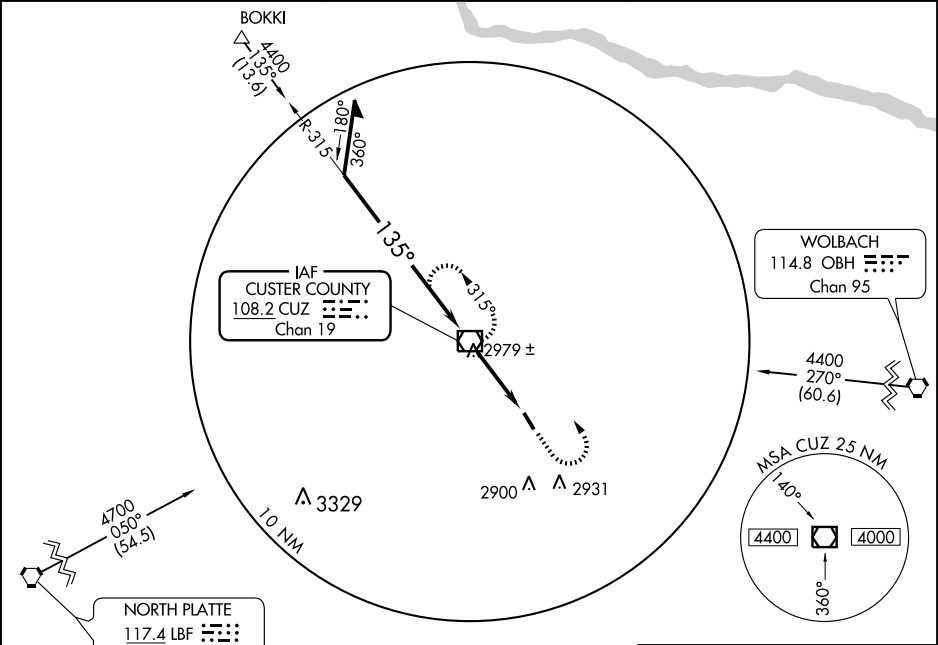
VOR/DME CUZ <b>108.2</b> Chan <b>19</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev <b>4203</b> <b>2547</b> <b>2547</b>
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VOR RWY 14  
BROKEN BOW MUNI (BBW)

**▼** When local altimeter setting not received; use North  
**▲** Platte Rgnl altimeter setting.

MISSED APPROACH: Climb to 4400 then left turn direct  
CUZ VOR/DME and hold.

ASOS <b>120.0</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-14	3240-1	693 (700-1)		NA
CIRCLING	3280-1	733 (800-1)		NA
NORTH PLATTE RGNL ALTIMETER SETTING MINIMUMS				
S-14	3380-1	3380-1¼		NA
	833 (900-1)	833 (900-1¼)		
CIRCLING	3440-1¼	893 (900-1¼)		NA

REIL Rwy 14 0					
MIRL Rwy 14-32 0					
FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

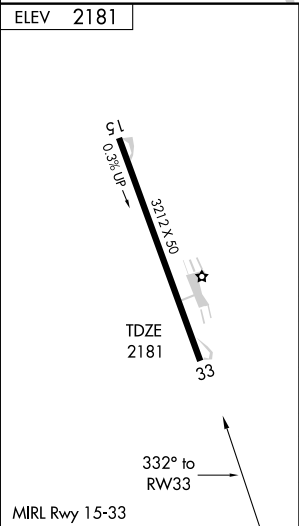
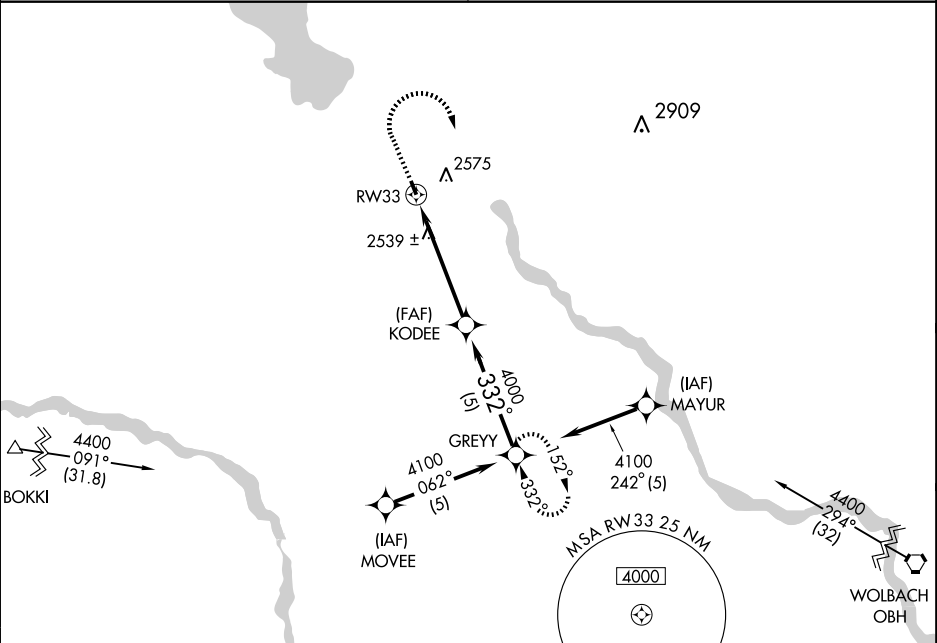
GPS RWY 33

BURWELL/CRAM FIELD (BUB)

APP CRS	Rwy Idg	3212
332°	TDZE	2181
	Apt Elev	2181

Use Evelyn Sharp Field altimeter setting; when not received, use Grand Island altimeter setting.	MISSED APPROACH: Climb to 4000 then right turn direct GREYY WP and hold.
▲ NA	

DENVER CENTER 132.7 397.85	CTAF 122.9
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	4000	GREYY		
	RW33	KODEE	GREYY	
		332°	4000	4100
		5 NM	5 NM	Procedure Turn NA
CATEGORY	A	B	C	D
S-33	2840-1	659 (700-1)		NA
CIRCLING	2840-1 659 (700-1)	2980-1¼ 799 (800-1¼)		NA
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
S-33	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)		NA
CIRCLING	2980-1 799 (800-1)	3120-1¼ 939 (1000-1¼)		NA

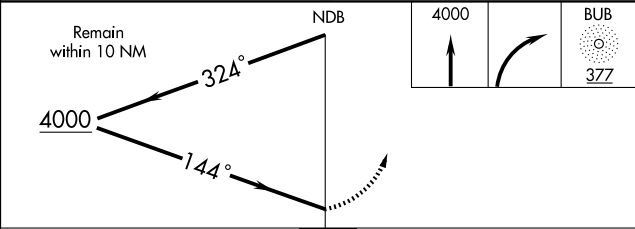
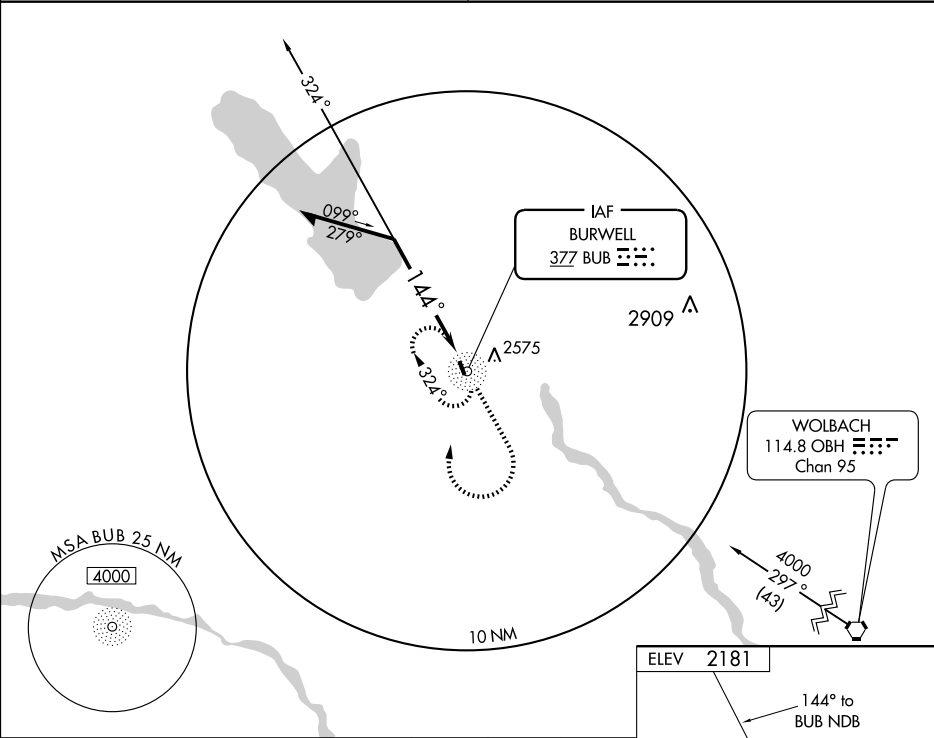
NDB BUB	APP CRS	Rwy Idg	3212
377	144°	TDZE	2181
		Apt Elev	2181

NDB RWY 15  
BURWELL/ CRAM FIELD (BUB)

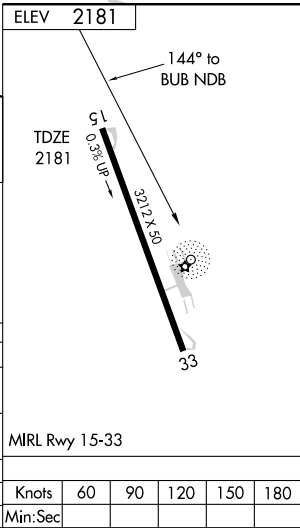
Use Evelyn Sharp Field altimeter setting; when not received, use Grand Island altimeter setting.

MISSED APPROACH: Climb to 4000 then right turn direct BUB NDB and hold.

DENVER CENTER 132.7 397.85	CTAF 122.9
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CATEGORY	A	B	C	D
S-15	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
CIRCLING	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
S-15	3120-1¼ 939 (1000-1¼)		NA	
CIRCLING	3120-1¼ 939 (1000-1¼)		NA	

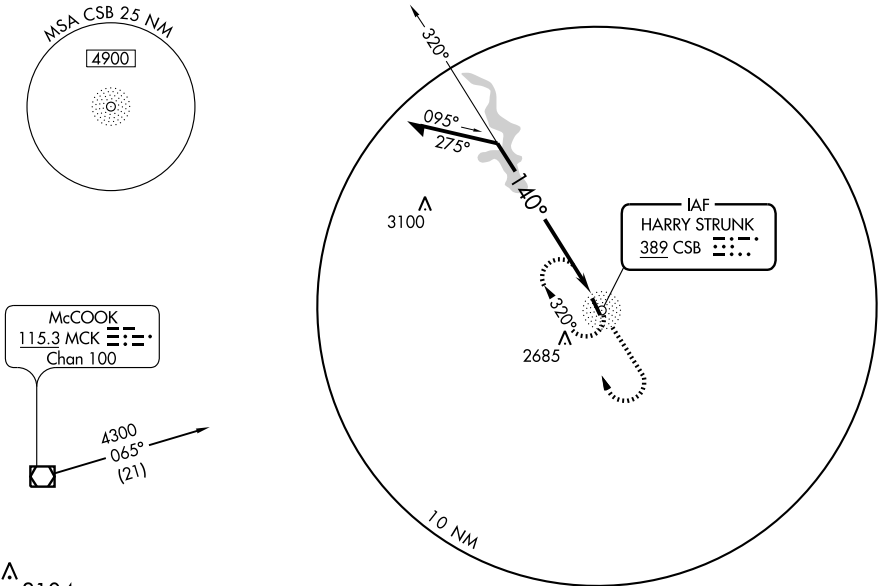


NDB RWY 14  
CAMBRIDGE MUNI (CSB)

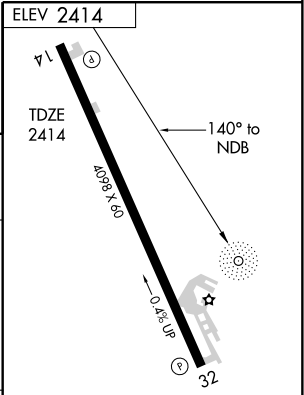
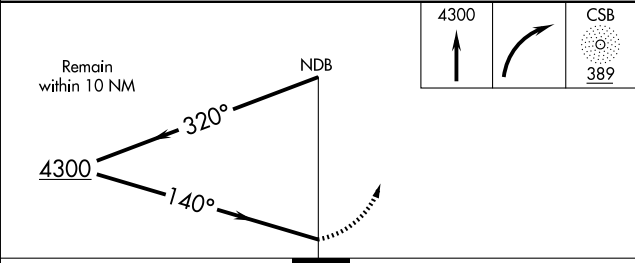
NDB CSB	APP CRS	Rwy Idg	4098
389	140°	TDZE	2414
		Apt Elev	2414

▲ NA Use McCook altimeter setting.	MISSED APPROACH: Climb to 4300 then right turn direct CSB NDB and hold.
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DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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▲ 3104



CATEGORY	A	B	C	D
S-14	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	
CIRCLING	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	

MIRL Rwy 14-32 0	Knots	60	90	120	150	180
	Min:Sec					

NDB CSB  
**389**

APP CRS  
338°

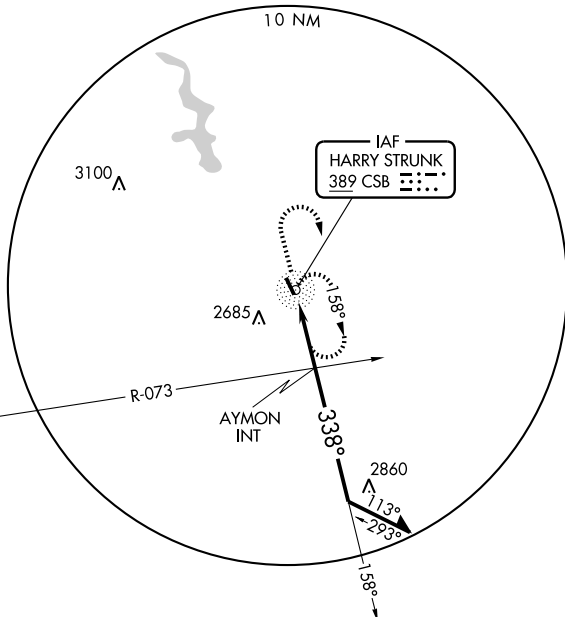
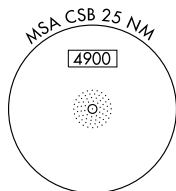
Rwy Idg	<b>4098</b>
TDZE	<b>2413</b>
Apt Elev	<b>2414</b>

**NDB RWY 32**  
CAMBRIDGE MUNI (CSB)

**A** NA Use McCook altimeter setting.

**MISSED APPROACH:** Climb to 4100 then right turn direct CSB NDB and hold.

DENVER CENTER  
132.7 397.85

UNICOM  
122.8 (CTAF) **L**

$\Lambda_{3104}$

McCOOK  
115.3 MCK  $\equiv \equiv \cdot$   
Chan 100

4100

CSB  
389

NDB

Remain  
within 10 NM

AYMC

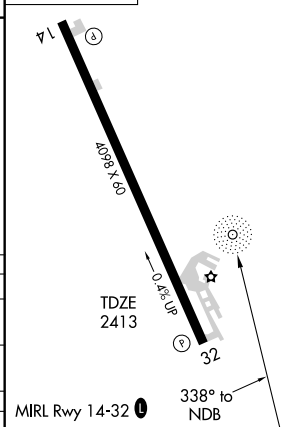
4100

—

TCH 40  
2.7 NM

CATEGORY	A	B	C	D
S-32	3340-1¼	927 (1000-1¼)	NA	
CIRCLING	3340-1¼	926 (1000-1¼)	NA	
AYMON INT MINIMUMS				
S-32	2940-1	527 (600-1)	NA	
CIRCLING	2980-1	566 (600-1)	NA	

ELEV 2414

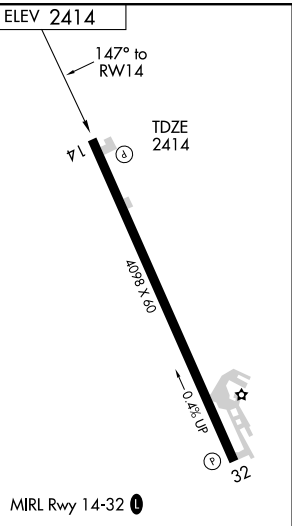
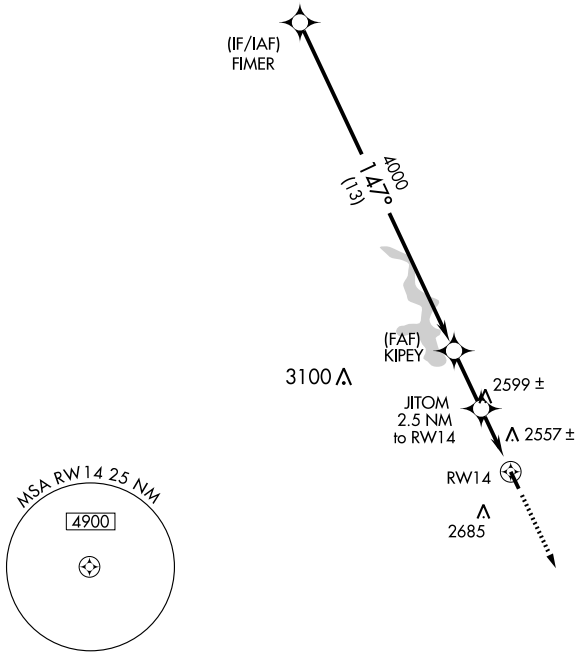


Knots	60	90	120	150	180
Min:Sec					

APP CRS <b>147°</b>	Rwy Idg <b>4098</b> TDZE <b>2414</b> Apt Elev <b>2414</b>
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RNAV (GPS) RWY 14  
CAMBRIDGE MUNI (CSB)

⚠ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McCook altimeter setting.	MISSED APPROACH: Climb to 4100 direct YOBRO WP and hold.
DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF) 0</b>



	FIMER 5500	KPIPEY 4000	JIOM 2.5 NM to RWY 14	RWY 14
	147°	3.04° TCH 40		
Procedure Turn NA	13 NM	2.3 NM	2.5 NM	
CATEGORY	A	B	C	D
LNAV MDA	2880-1	466 (500-1)	NA	NA
CIRCLING	2980-1	566 (600-1)	NA	NA

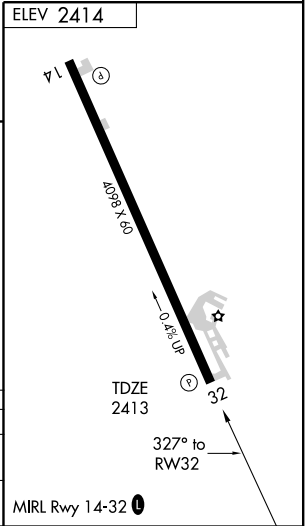
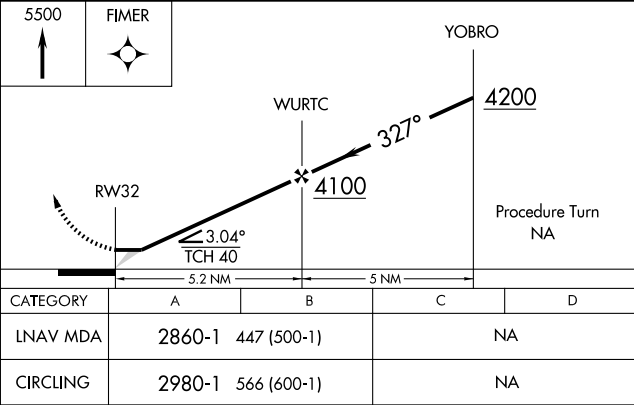
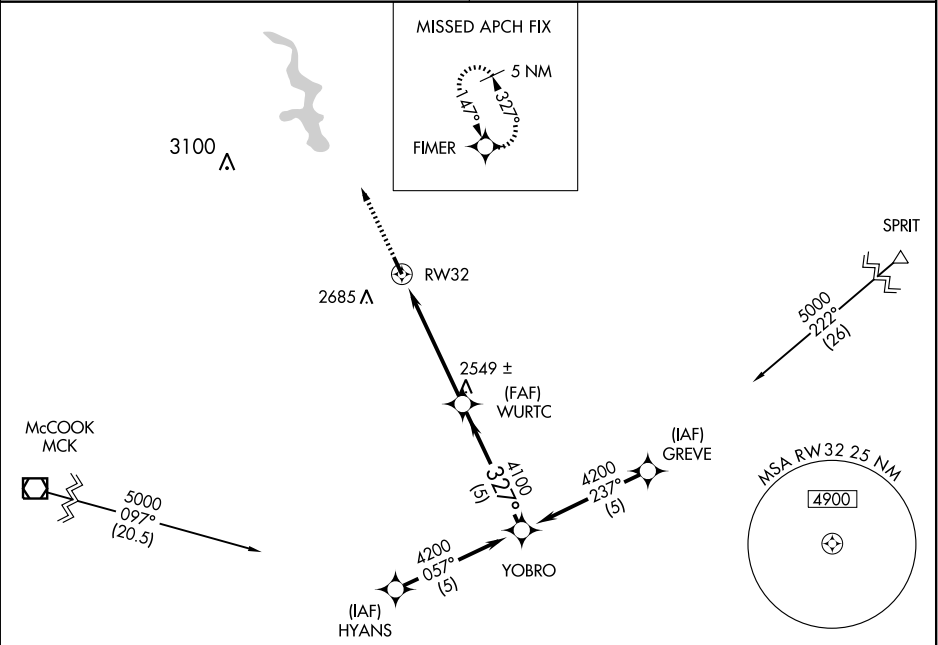
APP CRS <b>327°</b>	Rwy Idg TDZE Apt Elev	<b>4098</b> <b>2413</b> <b>2414</b>
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# RNAV (GPS) RWY 32

CAMBRIDGE MUNI (CSB)

<b>⚠ NA</b> GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McCook altimeter setting.	MISSED APPROACH: Climb to 5500 direct FIMER and hold.
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DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF) 0</b>
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LOC I-CDR	APP CRS	Rwy Idg	<b>5212</b>
<b><u>110.9</u></b>	<b>024°</b>	TDZE	<b>3292</b>
		Apt Elev	<b>3296</b>

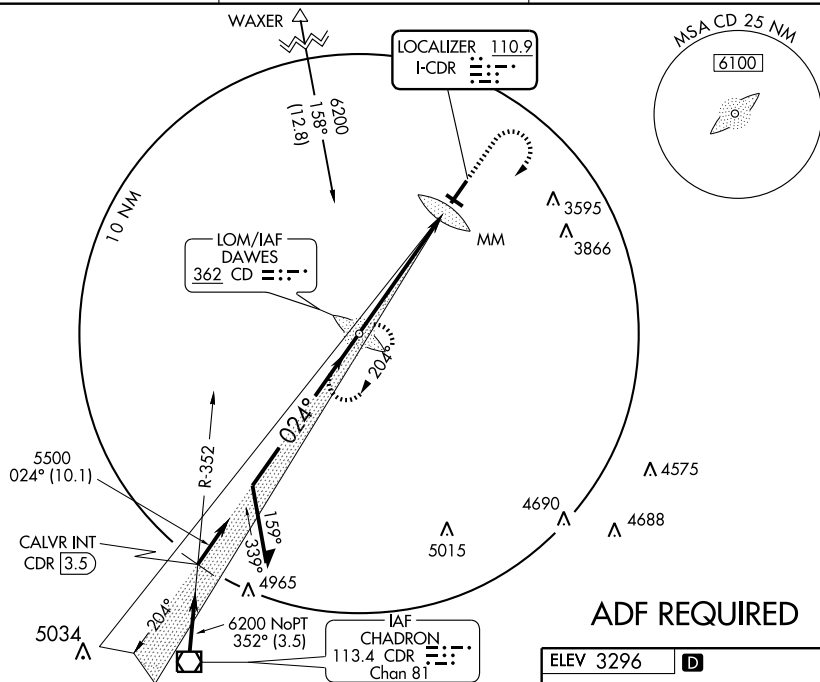
ILS RWY 2  
CHADRON MUNI (CDR)

**A** Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MALSR

**MISSED APPROACH:** Climb to 6200 then right turn direct DAWES LOM and hold.

ASOS  
118.05




DENVER CENTER  
127.95 338.2UNICOM  
122.8 (CTAF) **L**

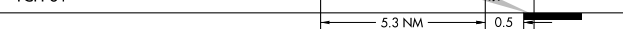
## ADF REQUIRED

Remain  
within 10 NM

6200

GS 3.00°  
TCH 61

6200 		DAWES  362
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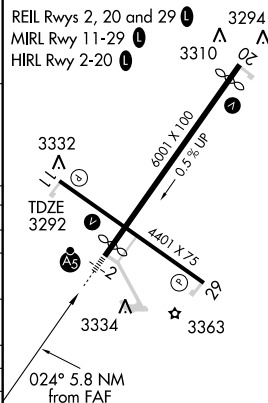
CATEGORY	A	B	C	D
S-ILS 2	3492-½ 200 (200-½)			
S-LOC 2	3880-½	588 (600-½)	3880-1 588 (600-1)	3880-1¼ 588 (600-1¼)
CIRCLING	3920-1	624 (700-1)	3960-1¾ 664 (700-1¾)	3960-2 664 (700-2)

SCOTTSBLUFF ALTIMETER SETTING MINIMUMS

S-ILS 2	3729- $\frac{1}{2}$ 437 (500- $\frac{1}{2}$ )			
S-LOC 2	4120- $\frac{1}{2}$ 828 (900- $\frac{1}{2}$ )	4120- $\frac{3}{4}$ 828 (900- $\frac{3}{4}$ )	4120-2 828 (900-2)	4120-2 $\frac{1}{4}$ 828 (900-2 $\frac{1}{4}$ )
CIRCLING	4160-1 864 (900-1)	4160-1 $\frac{1}{4}$ 864 (900-1 $\frac{1}{4}$ )	4200-2 $\frac{3}{4}$ 904 (1000-2 $\frac{3}{4}$ )	4200-3 904 (1000-3)

ELEV 3296	D
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REIL Rwy 2, 20 and 29 **L** 3294  
MIRL Rwy 11-29 **L** 3310  $\Delta$   $\Delta$   
HIRL Rwy 2-20 **L**  $\Delta$   $\Delta$



FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NDB HIN  
**275**

APP CRS  
190°

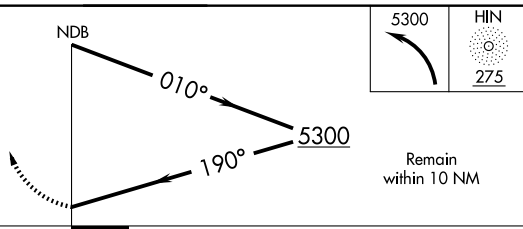
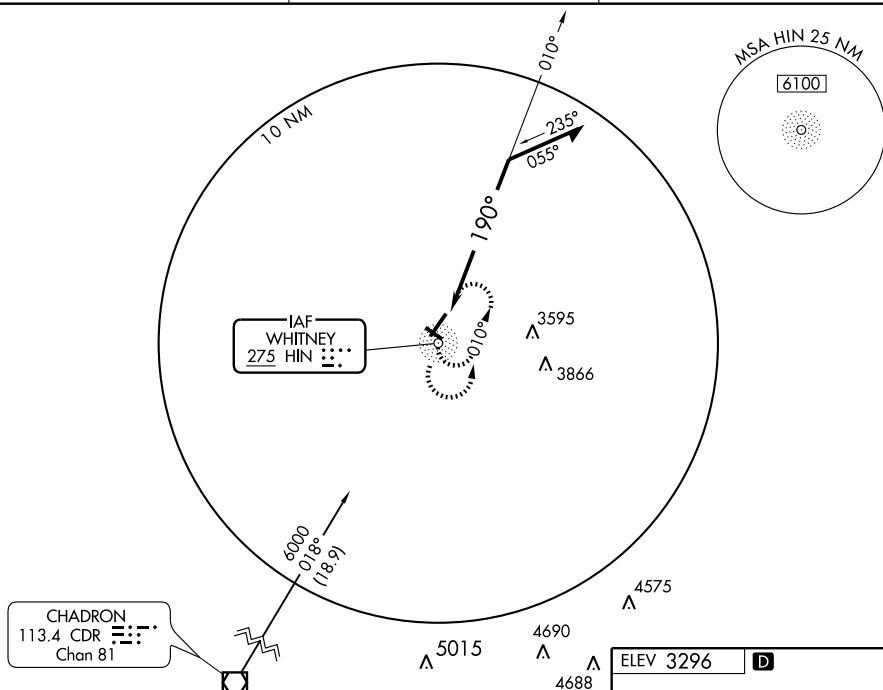
Rwy Idg	<b>5502</b>
TDZE	<b>3282</b>
Apt Elev	<b>3296</b>

NDB RWY 20  
CHADRON MUNI (CDR)

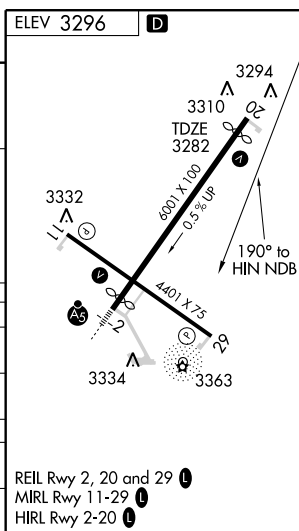


Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

**MISSED APPROACH:** Climbing left turn to 5300 in HIN NDB holding pattern.

ASOS  
118.05DENVER CENTER  
127.95 338.2UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-20	3920-1 638 (700-1)		3920-1 $\frac{3}{4}$ 638 (700-1 $\frac{3}{4}$ )	3920-2 638 (700-2)
CIRCLING	3920-1 624 (700-1)		3960-1 $\frac{3}{4}$ 664 (700-1 $\frac{3}{4}$ )	3960-2 664 (700-2)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-20	4160-1 878 (900-1)	4160-1 $\frac{1}{4}$ 878 (900-1 $\frac{1}{4}$ )	4160-2 $\frac{1}{2}$ 878 (900-2 $\frac{1}{2}$ )	4160-2 $\frac{3}{4}$ 878 (900-2 $\frac{3}{4}$ )
CIRCLING	4160-1 864 (900-1)	4160-1 $\frac{1}{4}$ 864 (900-1 $\frac{1}{4}$ )	4200-2 $\frac{3}{4}$ 904 (1000-2 $\frac{3}{4}$ )	4200-3 904 (1000-3)



WAAS CH <b>65615</b> <b>W02A</b>	APP CRS <b>024°</b>	Rwy Idg TDZE Apt Elev	<b>5212</b> <b>3293</b> <b>3297</b>
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<b>NA</b> DME/DME RNP-0.3 NA. If local altimeter setting not received, except for operators with approved weather reporting service, use Pine Ridge altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Pine Ridge altimeter setting. For inoperative MALSR increase LPV visibility all Cats to 1.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 5100 direct EDUGA and hold.
<b>ASOS</b> <b>118.05</b>	<b>DENVER CENTER</b> <b>127.95 338.2</b>	<b>UNICOM</b> <b>122.8 (CTAF)</b>

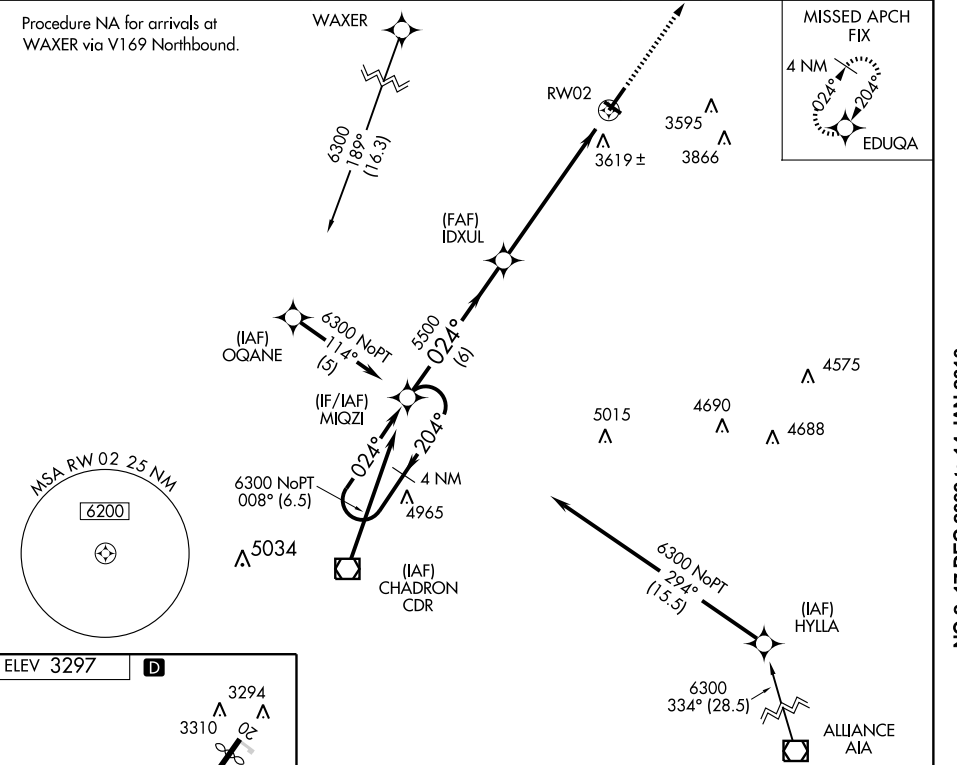


Diagram illustrating the RW02 approach procedure, showing various navigation aids and distances:

- 4 NM Holding Pattern** at **MIQZI**.
- 6300** (Altitude) with **GS 3.00°** and **TCH 60**.
- 024°** heading.
- 5500** (Altitude).
- VGSI and RNAV glidepath not coincident.**
- 6 NM**, **4.8 NM**, and **1.8 NM** distances.
- 5100** (Altitude) and **EDUGA** (Navigation Aid).
- \*1.8 NM to RW02** and **\*LNAV only**.
- RW02** (Runway).
- TDZE 3293**.
- 3332**, **3334**, and **3363** (Altitudes).
- 6001 X 100** and **4401 X 75** (Distances).
- 0.5% Up** (Gradient).
- 024° to RW02** (Heading).
- REIL Rwy 2, 20 and 29**, **MIRL Rwy 11-29**, and **HIRL Rwy 2-20** (Lighting).

4 NM Holding Pattern		MIQZI		5100		EDUGA	
6300		← 204°		024° →		024°	
GS 3.00°		TCH 60		5500		*1.8 NM to RW02	
VGSI and RNAV glidepath not coincident.						*LNAV only	
				6 NM		4.8 NM	
						1.8 NM	
CATEGORY	A		B		C		D
LPV DA			3564-½		271 (300-½)		
LNAV/VNAV DA			NA				
LNAV MDA	3900-½		607 (700-½)		3900-1¼ 607 (700-1¼)		3900-1½ 607 (700-1½)
CIRCLING	3920-1		623 (700-1)		3960-1¾ 663 (700-1¾)		3960-2 663 (700-2)

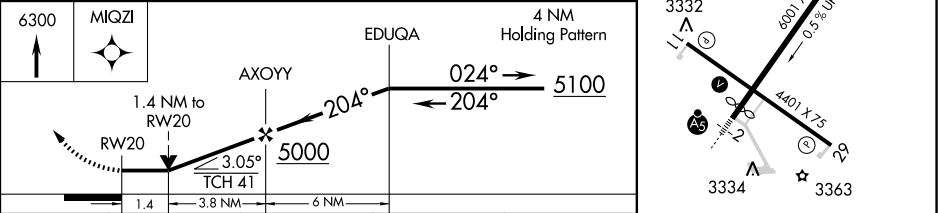
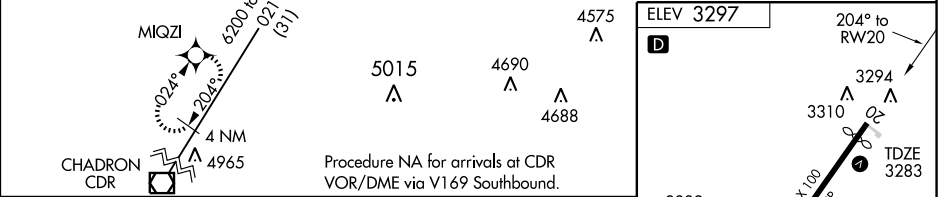
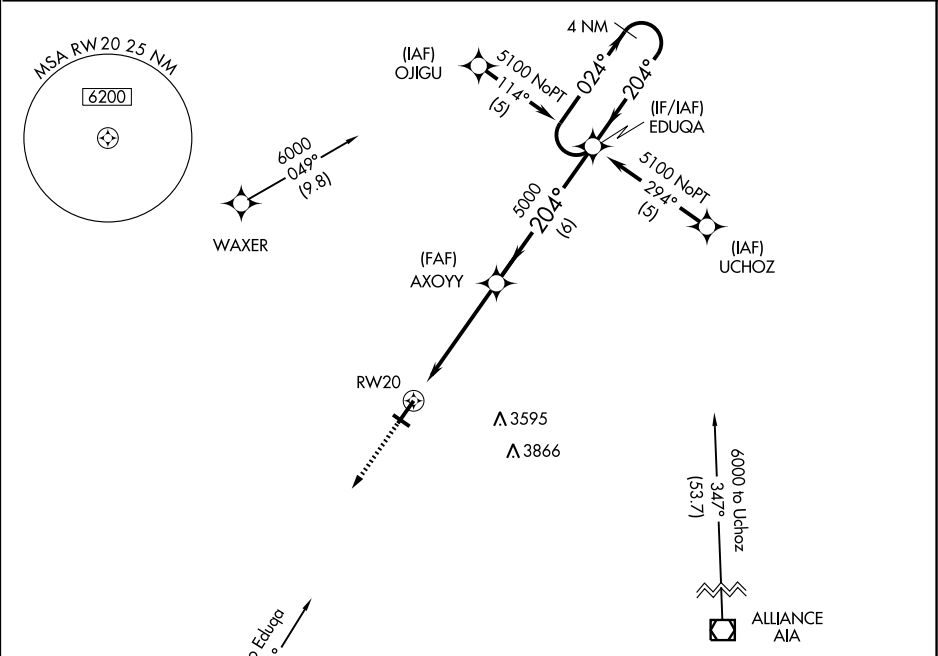
RNAV (GPS) RWY 20

CHADRON MUNI (CDR)

APP CRS	Rwy Idg	5502
204°	TDZE	3283
	Apt Elev	3297

▲ NA	DME/DME RNP-0.3 NA. VDP NA with Pine Ridge altimeter setting. If local altimeter setting not received, except for operators with approved weather reporting service, use Pine Ridge altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climb to 6300 direct MIQZI and hold.
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ASOS 118.05	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	3740-1 457 (500-1)	3740-1 1/4 457 (500-1 1/4)	3740-1 1/2 457 (500-1 1/2)	
CIRCLING	3920-1 623 (700-1)	3960-1 663 (700-1 3/4)	3960-2 663 (700-2)	

REIL Rwy 2, 20 and 29 0

MIRL Rwy 11-29 0

HIRL Rwy 2-20 0

⚠

Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MALSR

MISSED APPROACH: Climb to 6200 then left turn direct CDR VOR/DME and hold.

ASOS

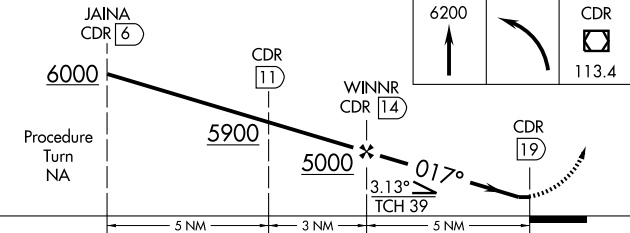
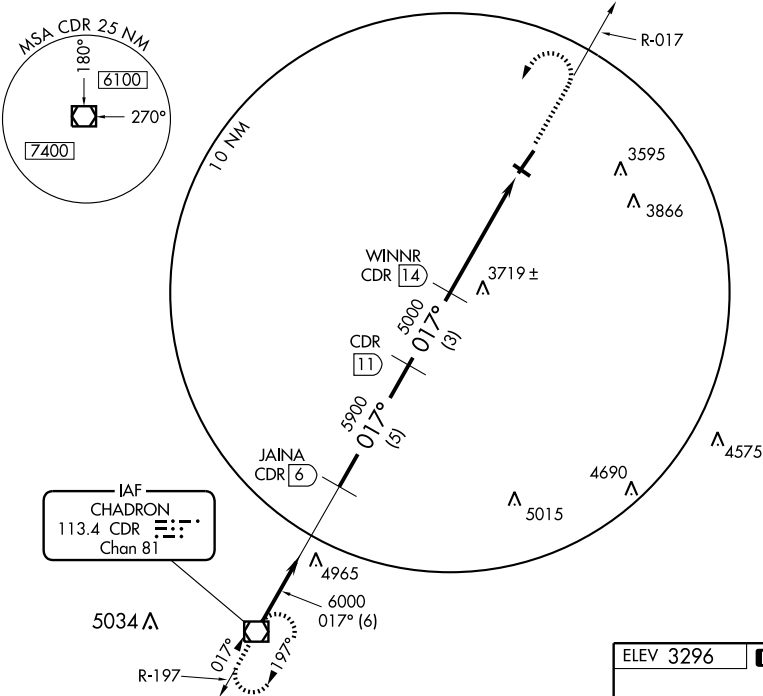
118.05

DENVER CENTER

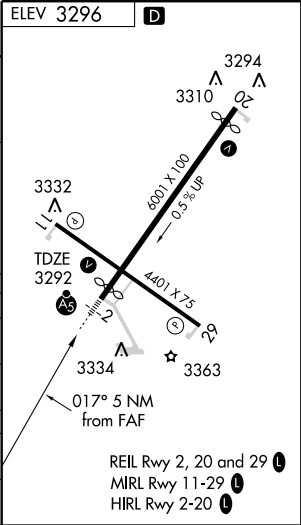
127.95 338.2

UNICOM

122.8 (CTAF)



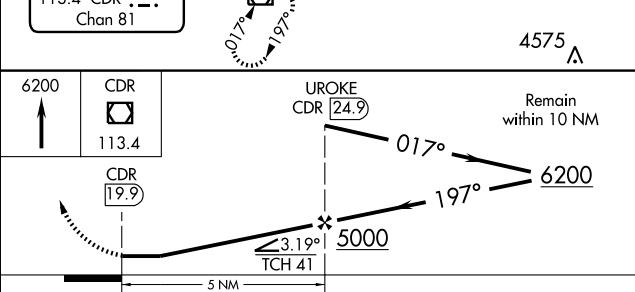
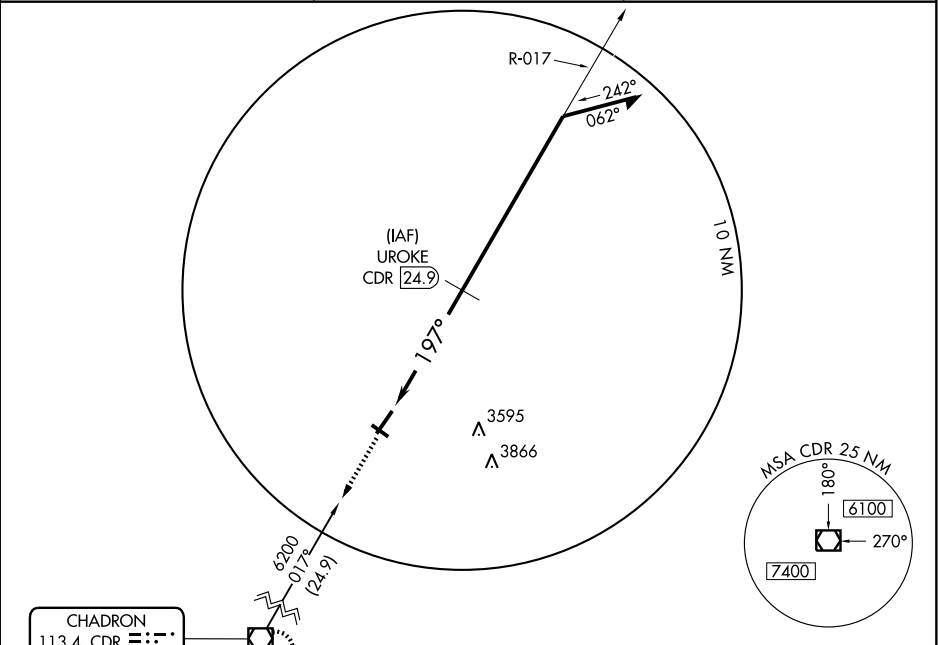
CATEGORY	A	B	C	D
S-2	4200-3/4 908 (1000-3/4)		4200-2 1/4 908 (1000-2 1/4)	4200-2 1/2 908 (1000-2 1/2)
CIRCLING	4200-1 1/4 904 (1000-1 1/4)		4200-2 3/4 904 (1000-2 3/4)	4200-3 904 (1000-3)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-2	4440-3/4 1148 (1200-3/4)	4440-1 1148 (1200-1)	4440-2 1/2 1148 (1200-2 1/2)	
CIRCLING	4440-1 1/4 1144 (1200-1 1/4)	4440-1 1/2 1144 (1200-1 1/2)	4440-3 1144 (1200-3)	



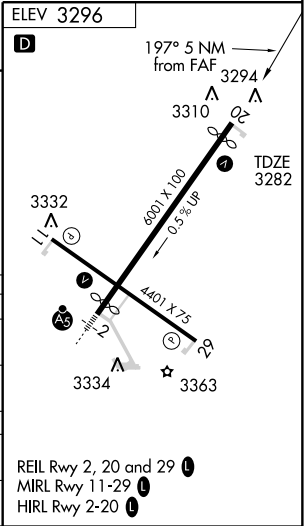
Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 6200 direct CDR VOR/DME and hold.

ASOS 118.05	DENVER CENTER 127.95 338.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-20	4500-1¼ 1218 (1300-1¼)	4500-1½ 1218 (1300-1½)	4500-3	1218 (1300-3)
CIRCLING	4500-1¼ 1204 (1300-1¼)	4500-1½ 1204 (1300-1½)	4500-3	1204 (1300-3)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-20	4740-1¼ 1458 (1500-1¼)	4740-1½ 1458 (1500-1½)	4740-3	1458 (1500-3)
CIRCLING	4740-1¼ 1444 (1500-1¼)	4740-1½ 1444 (1500-1½)	4740-3	1444 (1500-3)



NDB CNP  
383

APP CRS  
312°

Rwy Idg	<b>3870</b>
TDZE	<b>3680</b>
Apt Elev	<b>3680</b>

NDB or GPS RWY 30

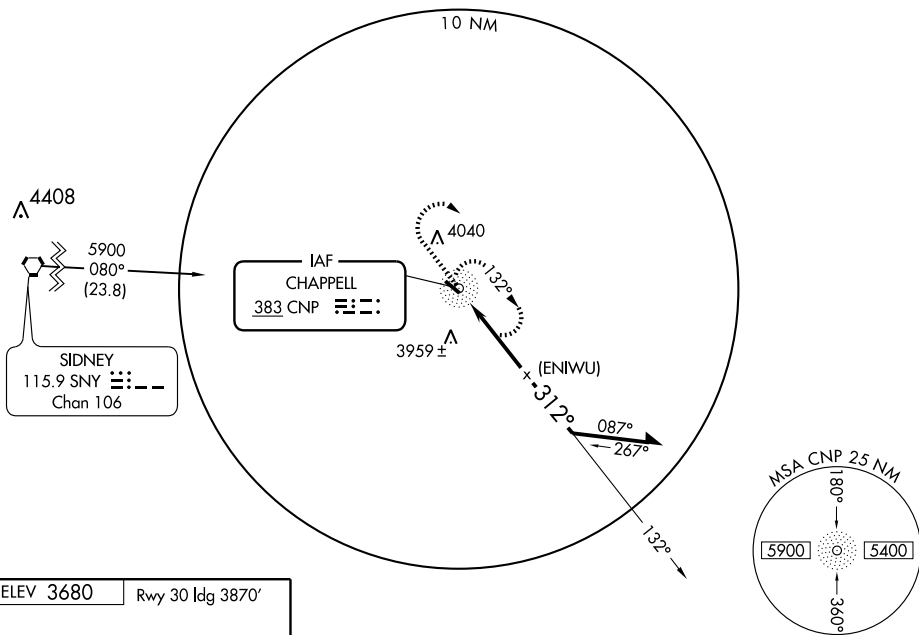
CHAPPELL/BILLY G.RAY FIELD (CNP)

**A NA**

Use Sidney altimeter setting if not received,  
use Scottsbluff altimeter setting.

**MISSED APPROACH:** Climb to 5500 then right turn direct CNP NDB and hold.

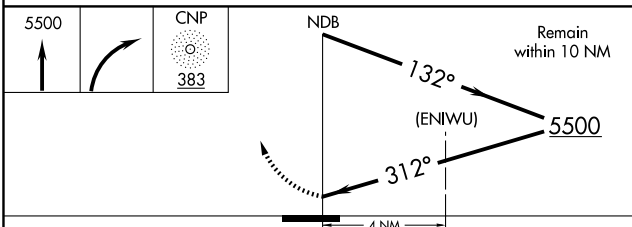
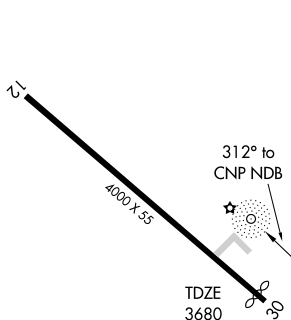
DENVER CENTER  
118.475 225.4

CTAF  
122.9 L

NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 3680

Rwy 30 ldg 3870'



CATEGORY	A	B	C	D
S-30	4460-1 780 (800-1)	4460-1¼ 780 (800-1¼)	4460-2¼ 780 (800-2¼)	4460-2½ 780 (800-2½)
CIRCLING	4540-1 860 (900-1)	4540-1¼ 860 (900-1¼)	4540-2½ 860 (900-2½)	4600-3 920 (1000-3)

## SCOTTSBLUFF ALTIMETER SETTING MINIMUMS

S-30	4520-1 840 (900-1)	4520-1¼ 840 (900-1¼ )	4520-2½ 840 (900-2½)	4520-2¾ 840 (900-2¾)
CIRCLING	4600-1¼ 920 (1000-1¼ )		4600-2¾ 920 (1000-2¾)	4660-3 980 (1000-3)

MIRL Rwy 12-30 **L**

LOC I-OLU <b><u>109.1</u></b>	APP CRS <b>142°</b>	Rwy Idg <b>6260</b> TDZE <b>1447</b> Apt Elev <b>1447</b>
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LOC/DME RWY 14  
COLUMBUS MUNI (OLU)

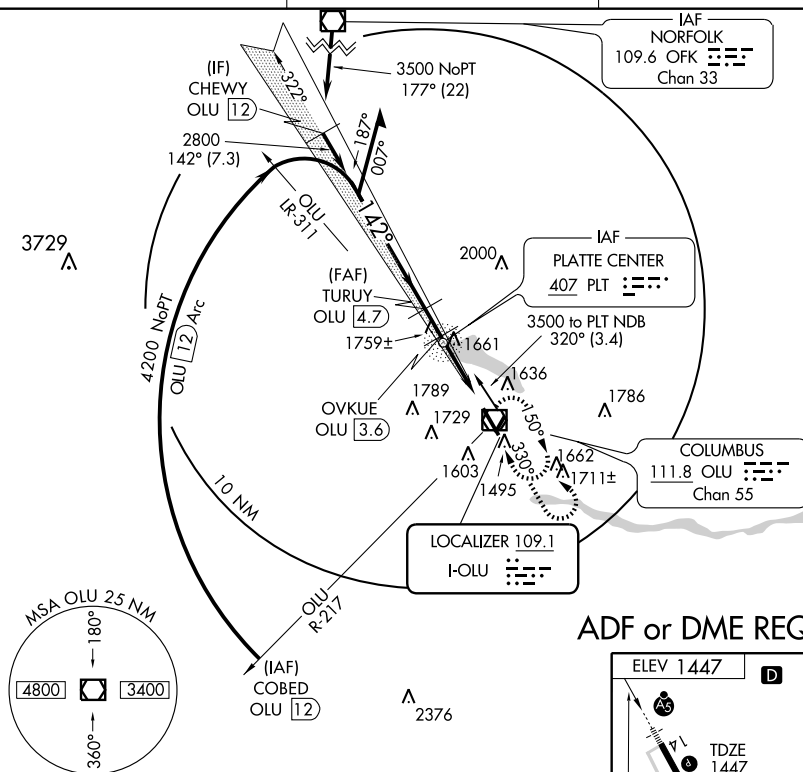
**T** When local altimeter setting not received, use Norfolk  
**A** altimeter setting and increase all MDA 100 feet and  
S-14 Cats C and D and circling Cat D visibility  $\frac{1}{4}$  mile.

MALSR

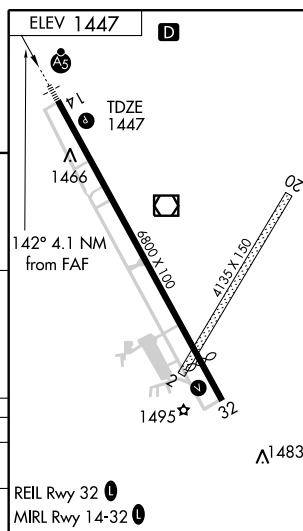
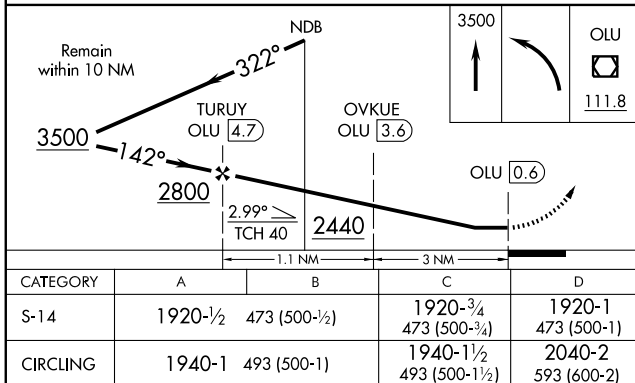
**MISSED APPROACH:** Climb to 3500 then left turn direct OLU VOR/DME and hold.

AWOS-3  
125.525

MINNEAPOLIS CENTER  
128.75 346.3

UNICOM  
123.05 (CTAF) 

ADF or DME REQUIRED





WAAS CH <b>60910</b> <b>W14A</b>	APP CRS <b>142°</b>	Rwy Idg <b>6260</b> TDZE <b>1447</b> Apt Elev <b>1447</b>
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RNAV (GPS) RWY 14  
COLUMBUS MUNI (OLU)

**T** DME/DME RNP -0.3 NA.  
BARO-VNAV NA below -15°C (5°F).  
For inoperative MALSR increase LPV all Cats  
visibility to 1 mile.

MALSR



**MISSED APPROACH:** Climb to 3200 direct ZINOS and hold.

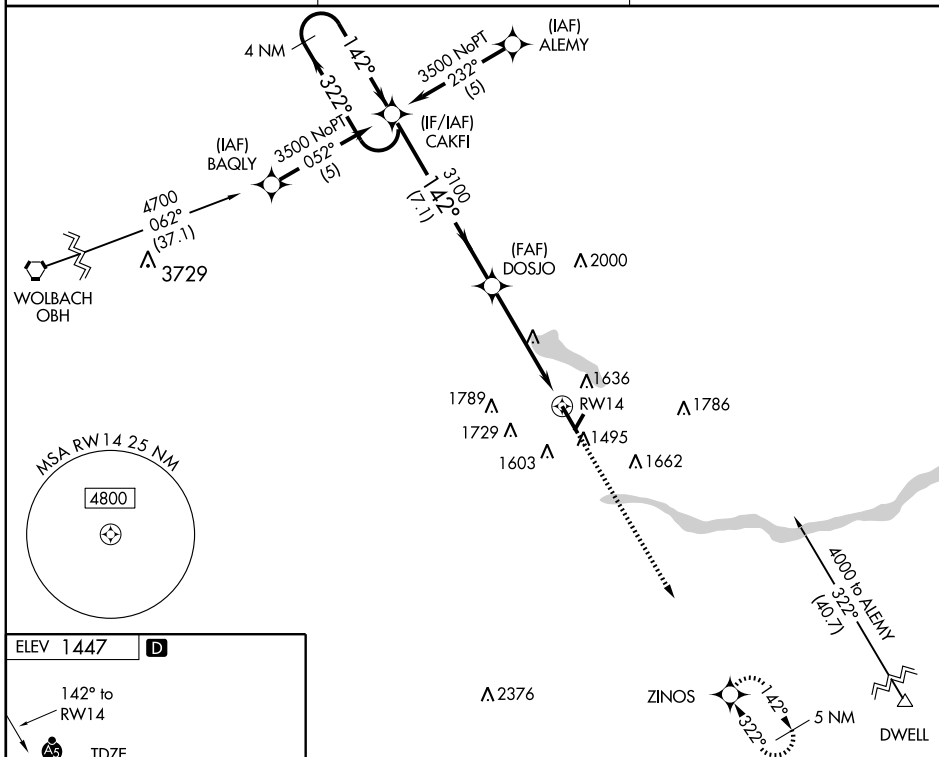
AWOS-3

**125.525**

MINNEAPOLIS CENTER

128.75 346.3

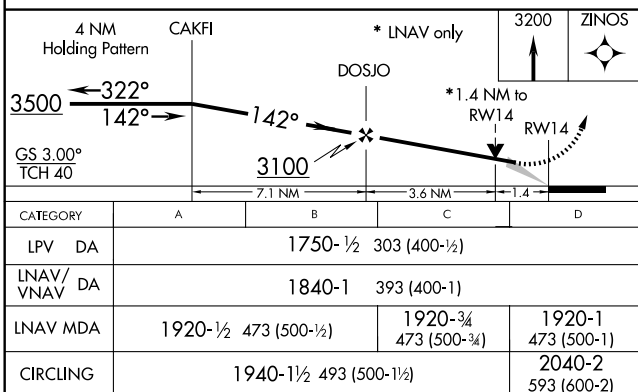
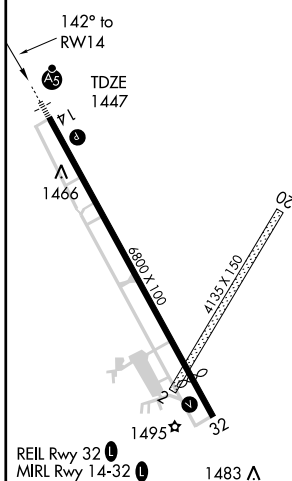
UNICOM

123.05 (CTAF) **L**

NC-2: 17 DEC 2009 to 14 JAN 2010

ELEV 1447	D
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**D**

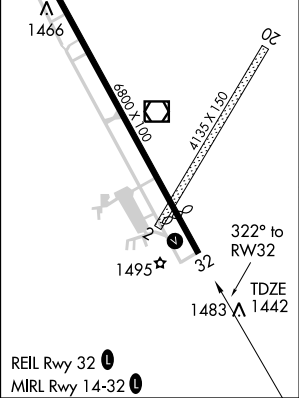
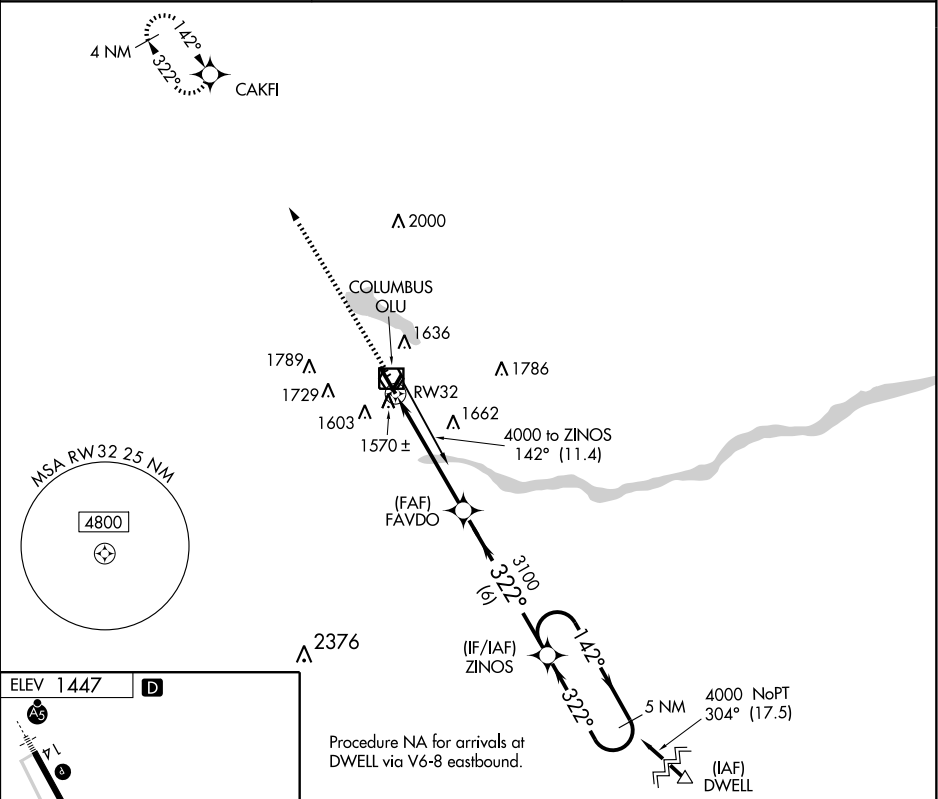


WAAS CH <b>81810</b> <b>W32A</b>	APP CRS <b>322°</b>	Rwy Idg TDZE Apt Elev	<b>5850</b> <b>1442</b> <b>1447</b>
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RNAV (GPS) RWY 32  
COLUMBUS MUNI (OLU)

 DME/DME RNP -0.3 NA Baro-VNAV NA below -15°C (5°F)	MISSED APPROACH: Climb to 4000 direct CAKFI and hold.
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AWOS-3 <b>125.525</b>	MINNEAPOLIS CENTER <b>128.75 346.3</b>	UNICOM <b>123.05 (CTAF) 0</b>
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4000		CAKFI	* LNAV only		ZINOS		5 NM Holding Pattern
1.1 NM		* 1.1 NM to RWY 32		FAVDO		142° → 4000	
1.1 NM		3.9 NM		6 NM		← 322°	
CATEGORY		A		B		C	
LPV DA		1710-1		268 (300-1)			
LNAV/VNAV DA		1840-1½		398 (400-1½)			
LNAV MDA		1820-1		378 (400-1)		1820-1¼ 378 (400-1¼)	
CIRCLING		1940-1½		493 (500-1½)		2040-2 593 (600-2)	

VOR/DME OLU <b>111.8</b> Chgn <b>55</b>	APP CRS <b>330°</b>	Rwy Idg <b>5850</b> TDZE <b>1442</b> Apt Elev <b>1447</b>
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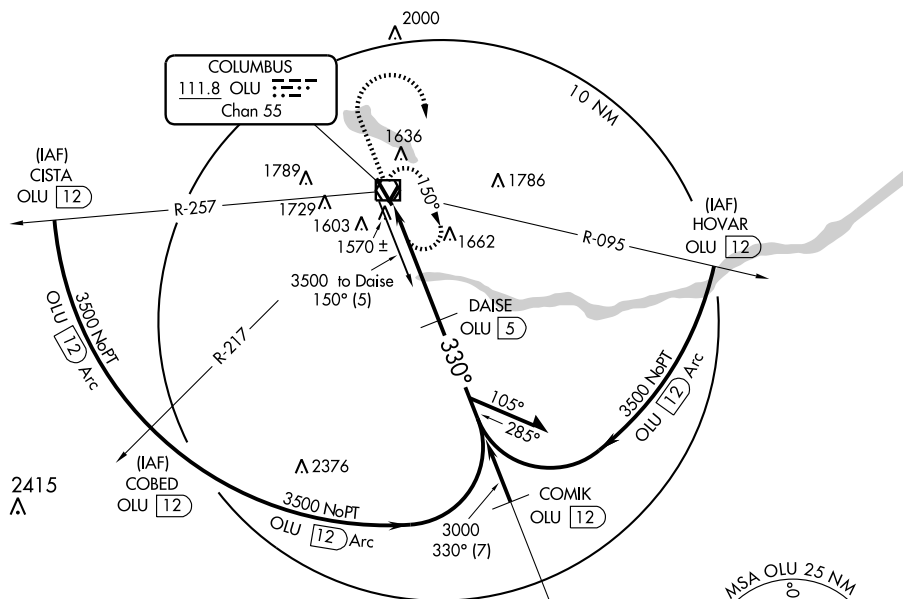
VOR/DME RWY 32  
COLUMBUS MUNI (OLU)



**MISSED APPROACH:** Climb to 3500 then right turn direct OLU VOR/DME and hold.

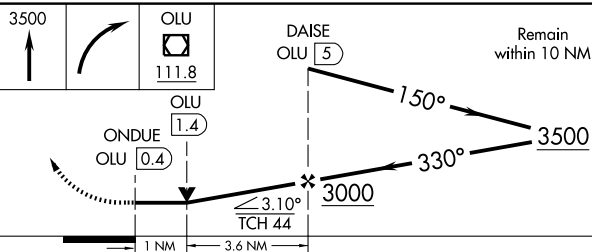
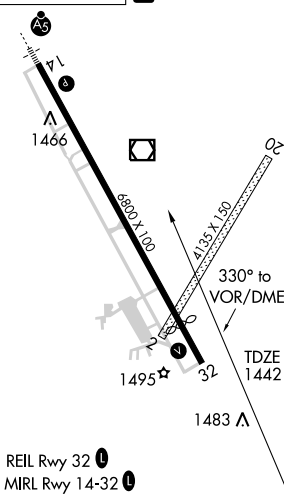
AWOS-3  
125.525

MINNEAPOLIS CENTER  
128.75 346.3

UNICOM  
123.05 (CTAF) **L**

NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 1447	D
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CATEGORY	A	B	C	D
S-32	1820-1 378 (400-1)			1820-1¼ 378 (400-1¼)
CIRCLING	1940-1 493 (500-1)		1940-1½ 493 (500-1½)	2040-2 593 (600-2)

VOR/DME OLU <b>111.8</b> Chan <b>55</b>	APP CRS <b>129°</b>	Rwy Idg TDZE Apt Elev <b>6260</b> <b>1447</b> <b>1447</b>
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# VOR RWY 14

## COLUMBUS MUNI (OLU)

**▼** Inoperative table does not apply.



MALSR



MISSED APPROACH: Climb to 3200 then left turn direct OLU VOR/DME and hold.

AWOS-3

**125.525**

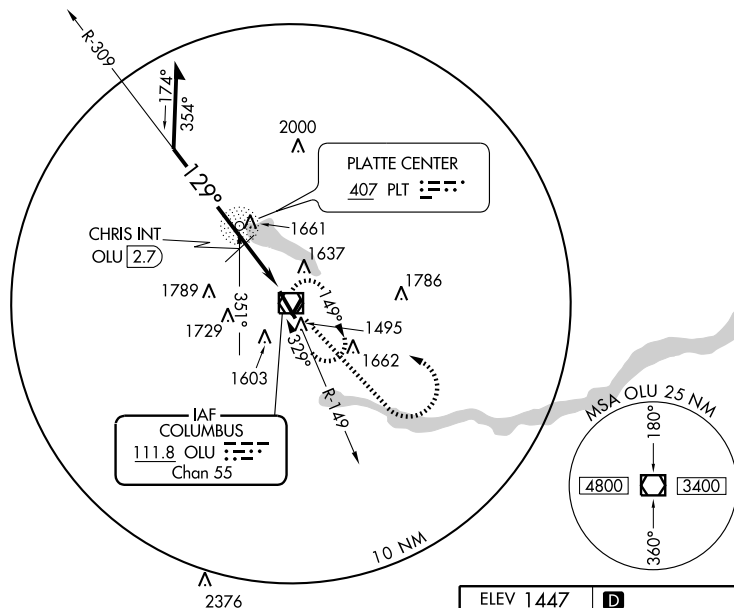
MINNEAPOLIS CENTER

**128.75 346.3**

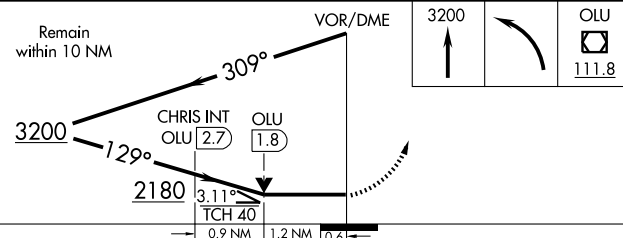
UNICOM

**123.05 (CTAF)** **①**

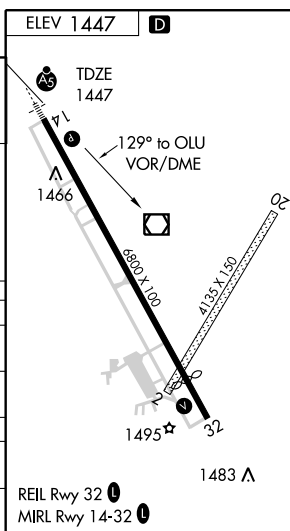
△ 3729



Maximum entry altitude 6000 at OLU VOR/DME.



CATEGORY	A	B	C	D
S-14	2180-1 733 (800-1)		2180-2 733 (800-2)	2180-2 1/4 733 (800-2 1/4)
CIRCLING	2180-1 733 (800-1)		2180-2 733 (800-2)	2180-2 1/4 733 (800-2 1/4)
CHRIS FIX MINIMUMS				
S-14	1860-1 413 (500-1)		1860-1 1/4 413 (500-1 1/4)	
CIRCLING	1940-1 493 (500-1)		1940-1 1/2 493 (500-1 1/2)	2040-2 593 (600-2)



VOR/DME OLU <b>111.8</b> Chan <b>55</b>	APP CRS <b>330°</b>	Rwy Idg TDZE Apt Elev	<b>5850</b> <b>1442</b> <b>1447</b>
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VOR RWY 32  
COLUMBUS MUNI (OLU)



MISSED APPROACH: Climb to 3500 then right turn direct OLU VOR/DME and hold.

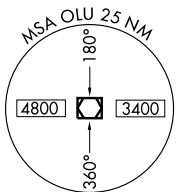
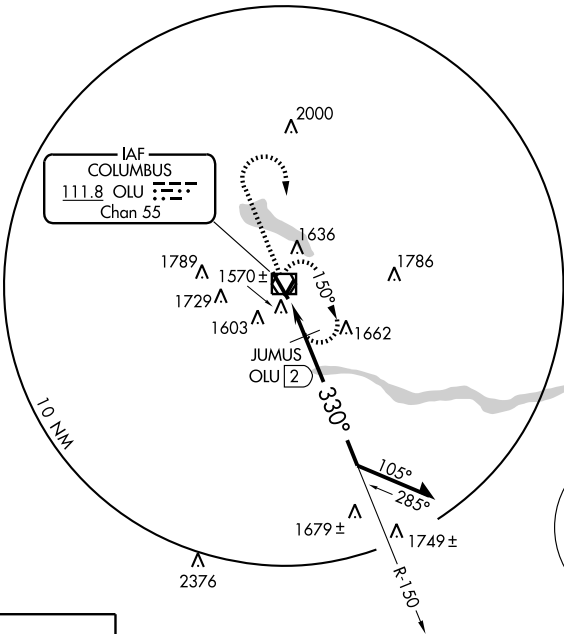
AWOS-3  
**125.525**

MINNEAPOLIS CENTER  
**128.75 346.3**

UNICOM  
**123.05 (CTAF)**

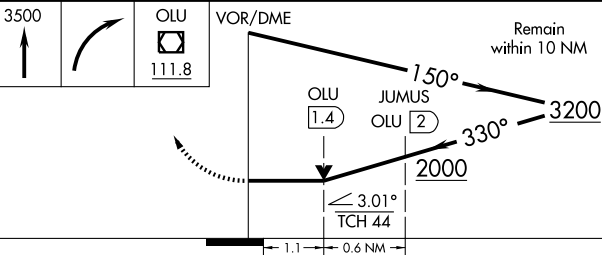
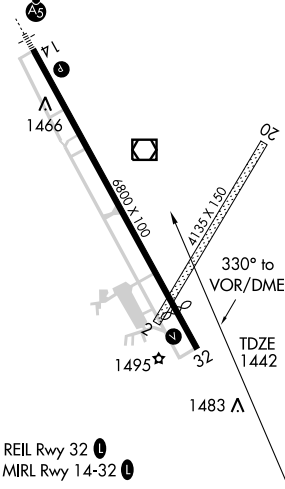
3729

IAF  
COLUMBUS  
111.8 OLU  
Chan 55



ELEV 1447

D



CATEGORY	A	B	C	D
S-32	2000-1	558 (600-1)	2000-1½ 558 (600-1½)	2000-1¾ 558 (600-1¾)
CIRCLING	2000-1	553 (600-1)	2000-1½ 553 (600-1½)	2040-2 593 (600-2)
JUMUS DME MINIMUMS				
S-32	1820-1	378 (400-1)		1820-1¼ 378 (400-1¼)
CIRCLING	1940-1	493 (500-1)	1940-1½ 493 (500-1½)	2040-2 593 (600-2)

WAAS Ch <b>93707</b> <b>W13A</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>2503</b> <b>2503</b>
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# RNAV (GPS) RWY 13

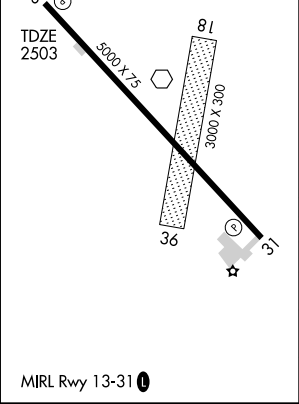
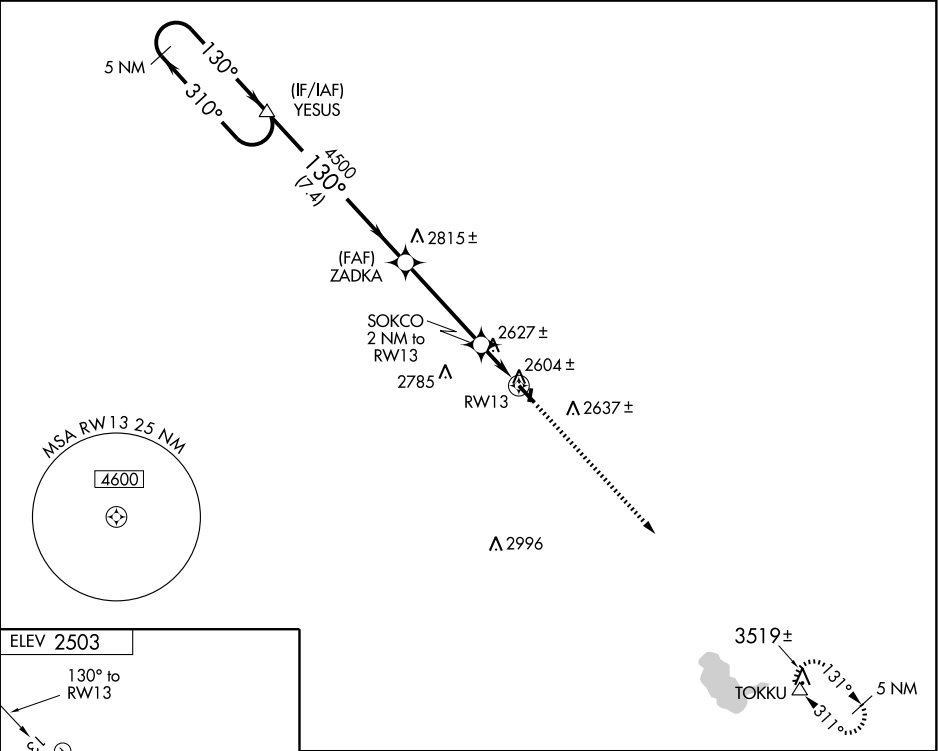
COZAD MUNI (CZD)

**⚠** Circling to Rwy 18, 31, and 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA.

**⚠** NA Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all DAs 79 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDAs 80 feet and circling Cat C visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 5500 direct TOKKU and hold.

LEXINGTON AWOS-3 <b>121.025</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF) 0</b>
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<div>5 NM Holding Pattern</div> <div>YESUS</div> <div>ZADKA</div> <div>SOKCO 2 NM to RW13</div> <div>RW13</div> <div>5500 TOKKU</div> <div>*LNAV only.</div>				
<div>5000</div> <div>← 310°</div> <div>→ 130°</div> <div>7.4 NM</div> <div>4 NM</div> <div>2 NM</div> <div>GS 3.00° TCH 52</div> <div>4500</div> <div>*3180</div>				
CATEGORY	A	B	C	D
LPV DA	2875-1¼ 372 (400-1¼)			NA
LNAV/VNAV DA	2913-1½ 410 (500-1½)			NA
LNAV MDA	2920-1	417 (500-1)	2920-1¼ 417 (500-1¼)	NA
CIRCLING	3080-1	577 (600-1)	3080-1½ 577 (600-1½)	NA

RNAV (GPS) RWY 31  
COZAD MUNI (CZD)

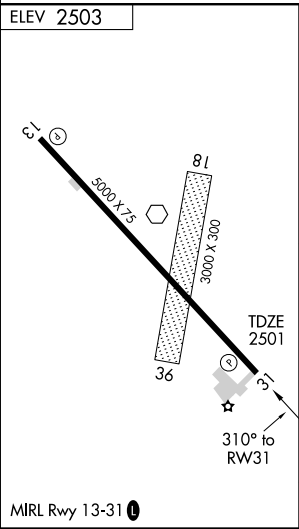
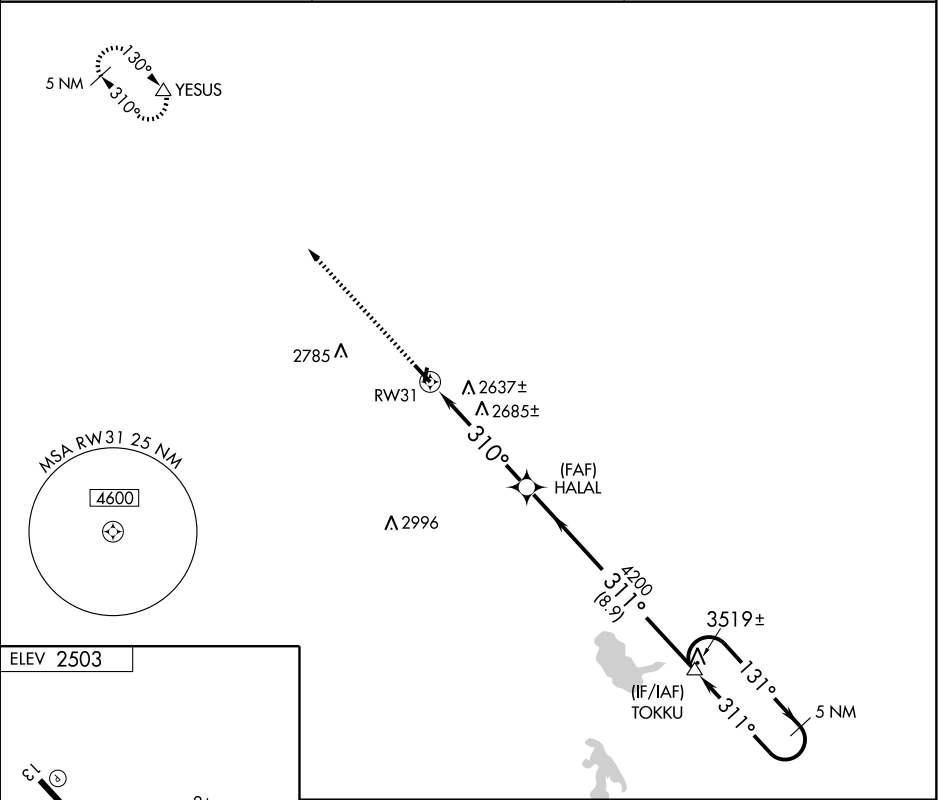
APP CRS 310°	Rwy Idg TDZE Apt Elev 5000 2501 2503
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**NA**

Circling to Rwy 18, 31, and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDAs 80 feet, increase LNAV Cat C visibility ¼ mile and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct to YESUS and hold.

LEXINGTON AWOS-3 121.025	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) <b>0</b>
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5000

↑

YESUS

△

5 NM Holding Pattern

TOKKU

131° →

← 311°

5500

HALAL

310°

311°

4200

3.03°

TCH 49

5.2 NM

8.9 NM

VGSI and descent angles not coincident.

RW31

CATEGORY	A	B	C	D
LNAV MDA	3040-1	539 (600-1)	3040-1½ 539 (600-1½)	NA
CIRCLING	3080-1	577 (600-1)	3080-1½ 577 (600-1½)	NA

NA

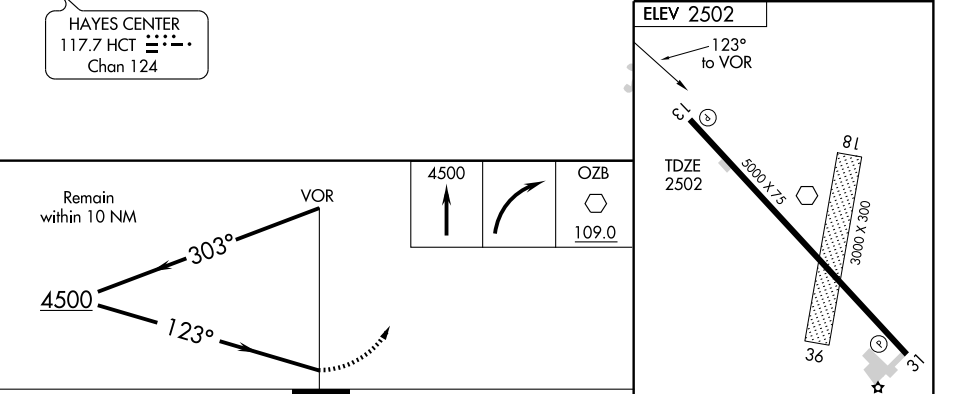
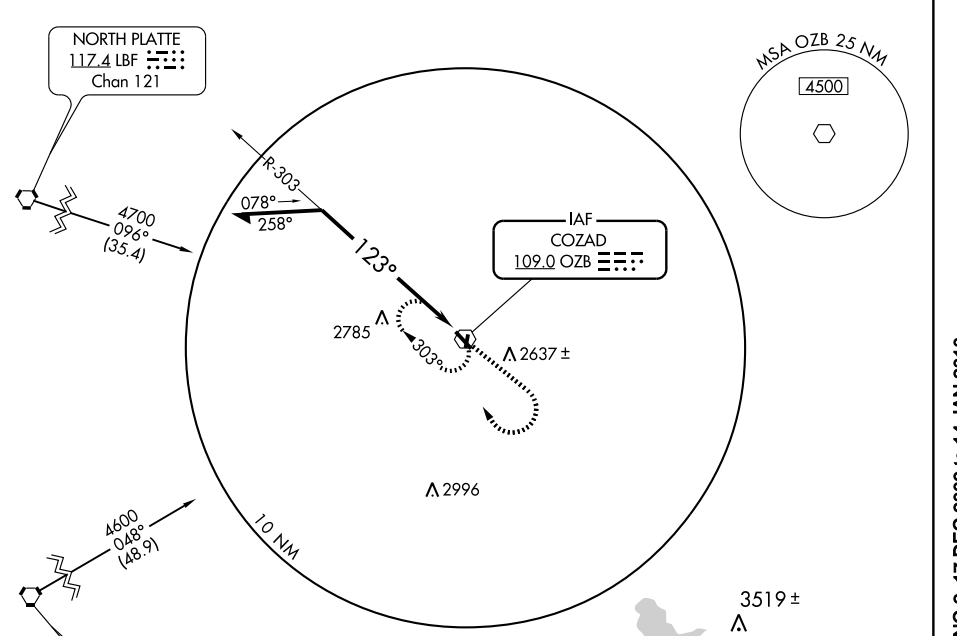
Use Lexington altimeter setting; if not received, use North Platte altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 4500 then right turn direct OZB VOR and hold.

LEXINGTON AWOS-3  
**121.025**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D						
S-13	3140-1	638 (700-1)	3140-1¾ 638 (700-1¾)	NA	Knots	60	90	120	150	180
CIRCLING	3140-1	638 (700-1)	3140-1¾ 638 (700-1¾)	NA	Min:Sec					

NC-2, 17 DEC 2009 to 14 JAN 2010



WAAS CH <b>63107</b> <b>W17A</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev <b>4201</b> <b>1500</b> <b>1500</b>
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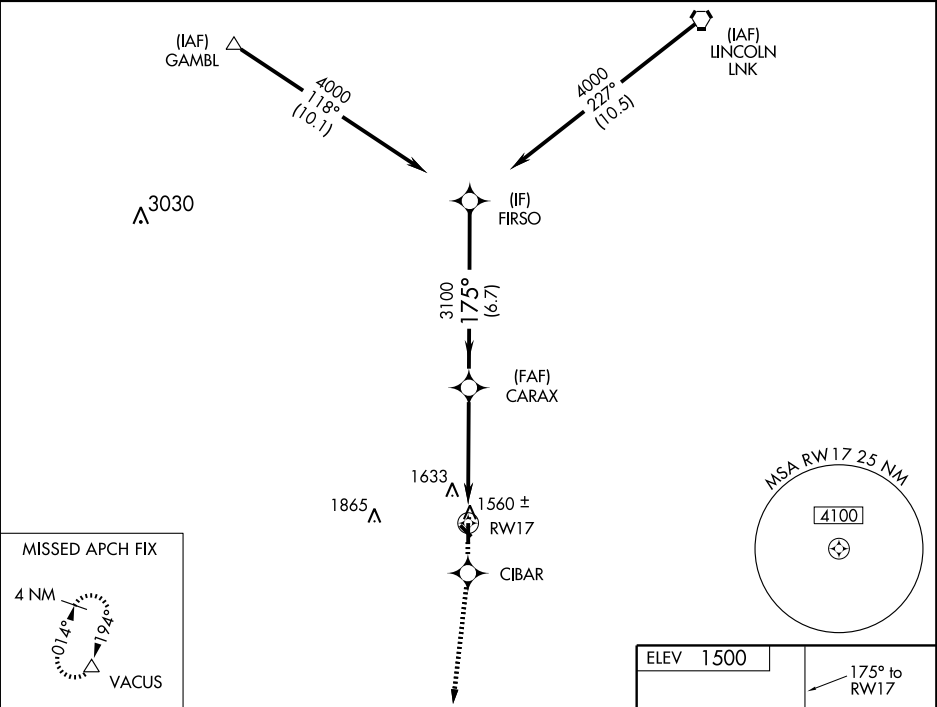
# RNAV (GPS) RWY 17

CRETE MUNI (CEK)

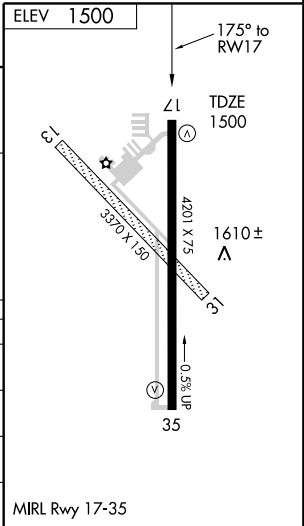
Baro-VNAV NA. DME/DME RNP-0.3NA. Visibility reduction by helicopters NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting.

MISSED APPROACH: Climb to 4000 direct CIBAR and via 181° track to VACUS and hold, continue climb-in-hold to 4000.

LINCOLN APP CON ★ <b>124.0 270.3</b>	UNICOM <b>122.8</b> (CTAF)
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VGSi and RNAV glidepath not coincident.		4000	CIBAR	TRK 181°	VACUS
FIRSO		4000	Procedure Turn NA	175°	CARAX
GS 3.00° TCH 40		3100	6.7 NM	4.8 NM	RW17
CATEGORY	A	B	C	D	
LPV DA	1875-1¼	375 (400-1¼)	NA		
LNAV/VNAV DA	2051-2	551 (600-2)	NA		
LNAV MDA	2080-1	580 (600-1)	NA		
CIRCLING	2140-1	640 (700-1)	NA		



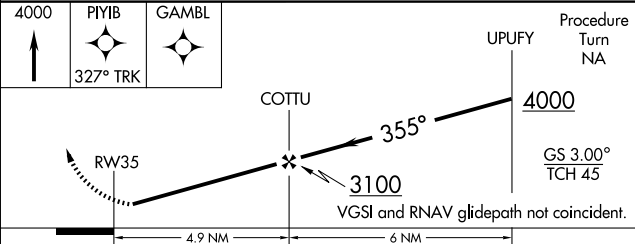
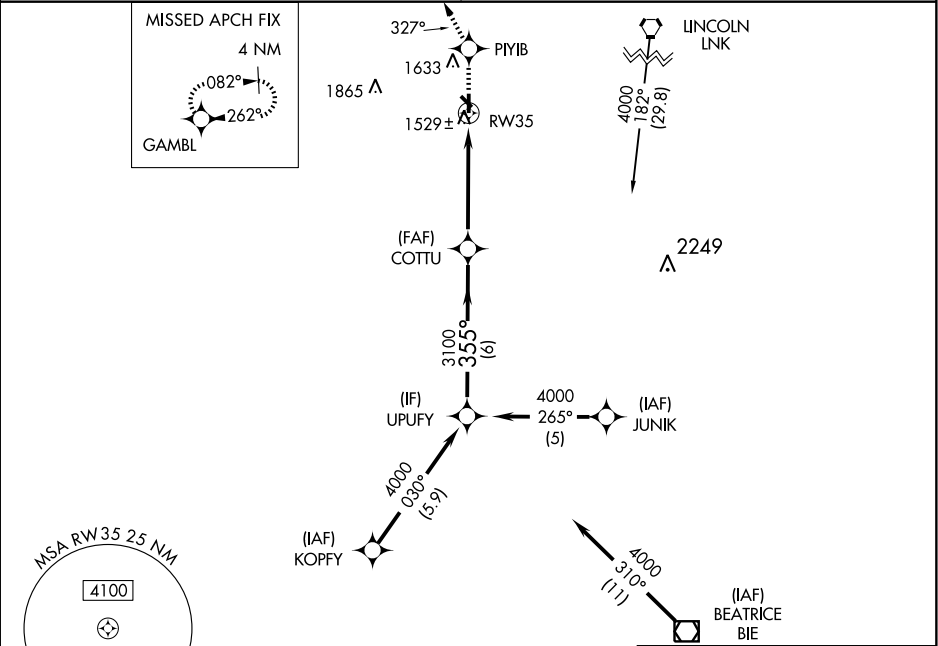
WAAS CH <b>77708</b> <b>W35A</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>4201</b> <b>1498</b> <b>1500</b>
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RNAV (GPS) RWY 35  
CRETE MUNI (CEK)

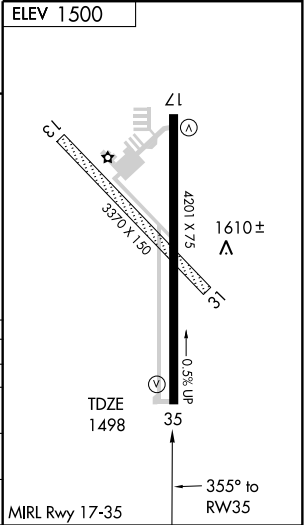
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct PIYIB and via 327° track to GAMBL and hold.

LINCOLN APP CON ★ <b>124.0 270.3</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1824-1¼	326 (400-1¼)		NA
LNAV/VNAV DA	1855-1¼	357 (400-1¼)		NA
LNAV MDA	2040-1	542 (600-1)		NA
CIRCLING	2140-1	640 (700-1)		NA



VORTAC LNK <b>116.1</b> Chan <b>108</b>	APP CRS <b>196°</b>	Rwy Idg <b>4201</b> TDZE <b>1500</b> Apt Elev <b>1500</b>
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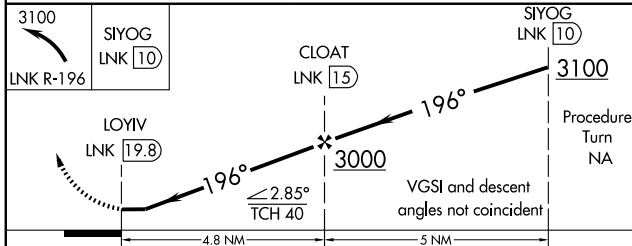
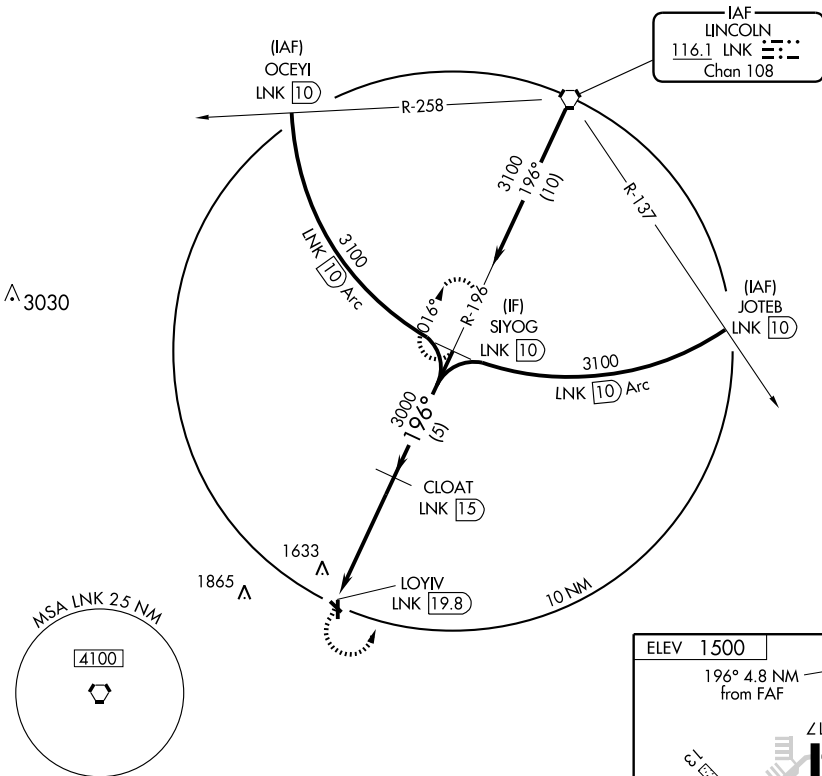
VOR/DME RWY 17  
CRETE MUNI (CEK)

**T** Use Lincoln altimeter setting; when not received, use  
**A** NA Beatrice altimeter setting. Visibility reduction by  
helicopters NA.

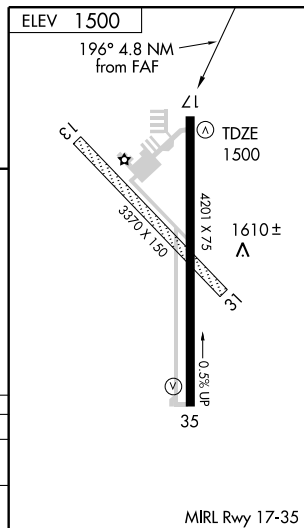
**MISSED APPROACH:** Climbing left turn to 3100 via LNK VORTAC R-196 to SJYOG/10 DME and hold.

LINCOLN APP CON ★  
124.0 270.3

UNICOM  
122.8 (CTAF)



CATEGORY	A	B	C	D
S-17	2080-1	580 (600-1)	NA	
CIRCLING	2140-1	640 (700-1)	NA	



VORTAC LNK <u>116.1</u> Chan <b>108</b>	APP CRS <b>015°</b>	Rwy Idg <b>4201</b> TDZE <b>1497</b> Apt Elev <b>1499</b>
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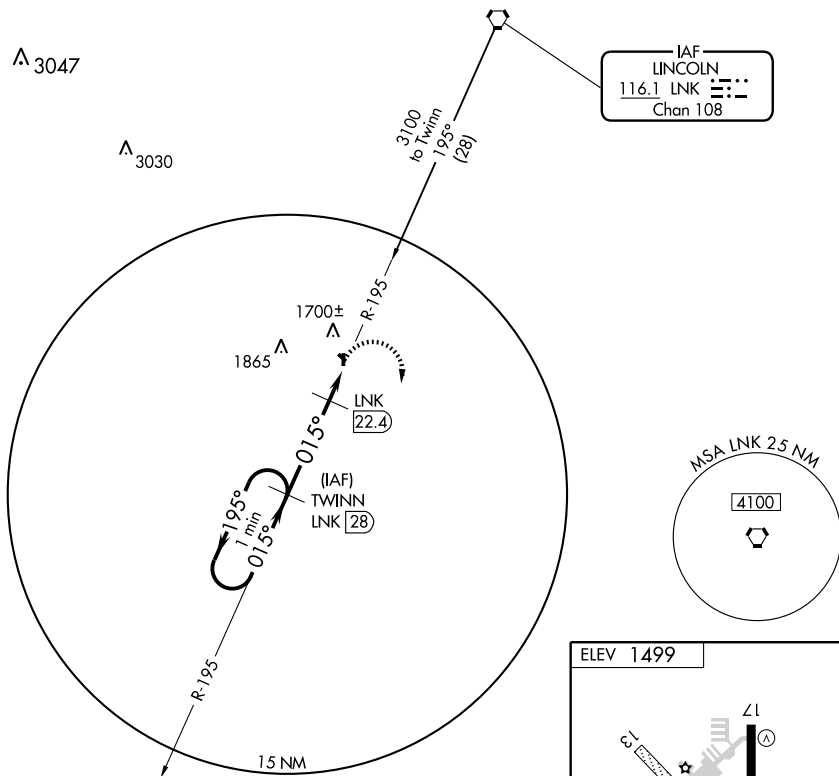
VOR/DME RWY 35  
CRETE MUNI (CEK)

**NA** Use Lincoln altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3100 via LNK R-195 to TWINN/LNK 28 DME and hold.

LINCOLN APP CON ★  
124.0 270.3

UNICOM  
122.8 (CTAF)



### One Minute Holding Pattern

TWINN  
LNK 28

3100  
LNK R-195

TWINN  
LNK 28

$$\frac{3100}{015^\circ} \leftarrow 195^\circ$$

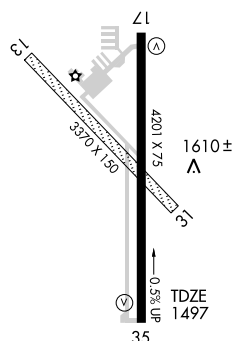
5°

2140

LNK

A diagram showing a horizontal line representing a polymer chain. A double-headed arrow below the line indicates a segment of 5.6 nm. To the right of this segment, there is a vertical line, and then another double-headed arrow below the line indicates a segment of 1.9 nm. The line continues to the right beyond the 1.9 nm segment.

ELEV 1499



015° 7.5 NM  
from FAF \

CATEGORY	A	B	C	D
S-35	2080-1	583 (600-1)	NA	
CIRCLING	2140-1	641 (700-1)	NA	

MIRL Rwy 17-35

WAAS  
CH **69315**  
**W14A**

APP CRS  
**141°**

Rwy Idg  
TDZE **3100**  
Apt Elev **1617**

RNAV (GPS) RWY 14

DAVID CITY MUNI (93Y)

▼

▲ NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all DA/MDA 60 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

MISSED APPROACH:  
Climb to 3500 direct NOYIT and hold.

COLUMBUS AWOS-3 <b>125.525</b>	LINCOLN APP CON <b>124.0 270.3</b>	CTAF <b>122.9</b>
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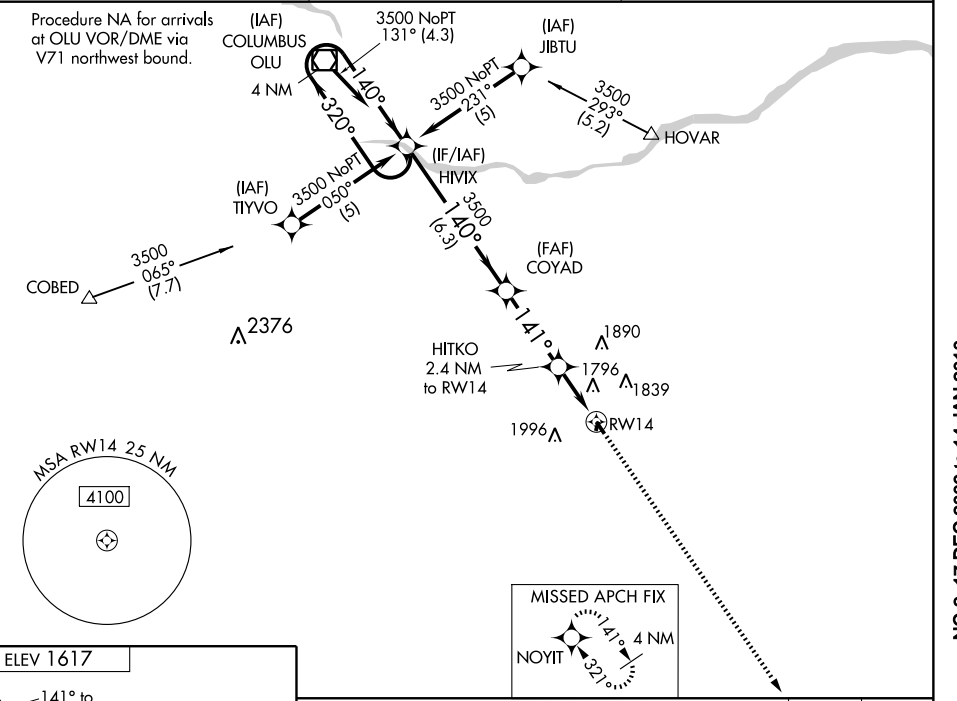


Diagram illustrating the approach path for RW14. The path is defined by a series of parallel lines. The width of the path is indicated as 2100 x 120 and 3100 x 50. The path is labeled 32L. The TDZE (Threshold Crossing Height) is 1617. The path is also labeled RW14.

MIRL Rwy 14-32

Diagram illustrating the 4 NM Holding Pattern for RW14. The pattern is a series of parallel lines. The width of the pattern is indicated as 2100 x 120 and 3100 x 50. The pattern is labeled 32L. The TDZE (Threshold Crossing Height) is 1617. The path is also labeled RW14.

Diagram illustrating the 4 NM Holding Pattern for RW14. The pattern is a series of parallel lines. The width of the pattern is indicated as 2100 x 120 and 3100 x 50. The pattern is labeled 32L. The TDZE (Threshold Crossing Height) is 1617. The path is also labeled RW14.

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Diagram illustrating the 4 NM Holding Pattern for RW14. The pattern is a series of parallel lines. The width of the pattern is indicated as 2100 x 120 and 3100 x 50. The pattern is labeled 32L. The TDZE (Threshold Crossing Height) is 1617. The path is also labeled RW14.

Diagram illustrating the 4 NM Holding Pattern for RW14. The pattern is a series of parallel lines. The width of the pattern is indicated as 2100 x 120 and 3100 x 50. The pattern is labeled 32L. The TDZE (Threshold Crossing Height) is 1617. The path is also labeled RW14.

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Diagram illustrating the 4 NM Holding Pattern for RW14. The pattern is a series of parallel lines. The width of the pattern is indicated as 2100 x 120 and 3100 x 50. The pattern is labeled 32L. The TDZE (Threshold Crossing Height) is 1617. The path is also labeled RW14.

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Diagram illustrating the 4 NM Holding Pattern for RW14. The pattern is

WAAS CH <b>50315</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Idg TDZE Apt Elev	<b>3100</b> <b>1617</b> <b>1617</b>
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RNAV (GPS) RWY 32  
DAVID CITY MUNI (93Y)

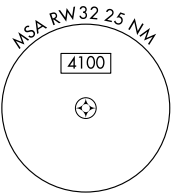
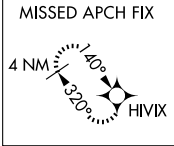
**Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Columbus altimeter setting;**  
**when not received, use Lincoln altimeter setting and increase all DA/MDA 60 feet;**  
**increase LPV visibility ¼ mile all Cats.**

**MISSED APPROACH:**  
Climb to 3500 direct  
HIVIX and hold.

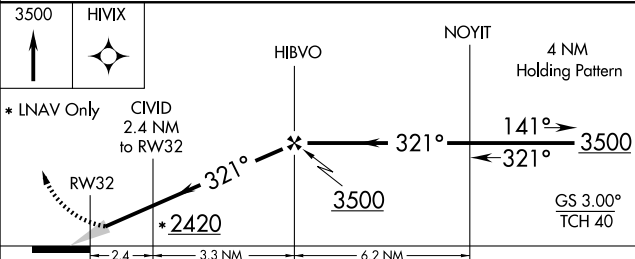
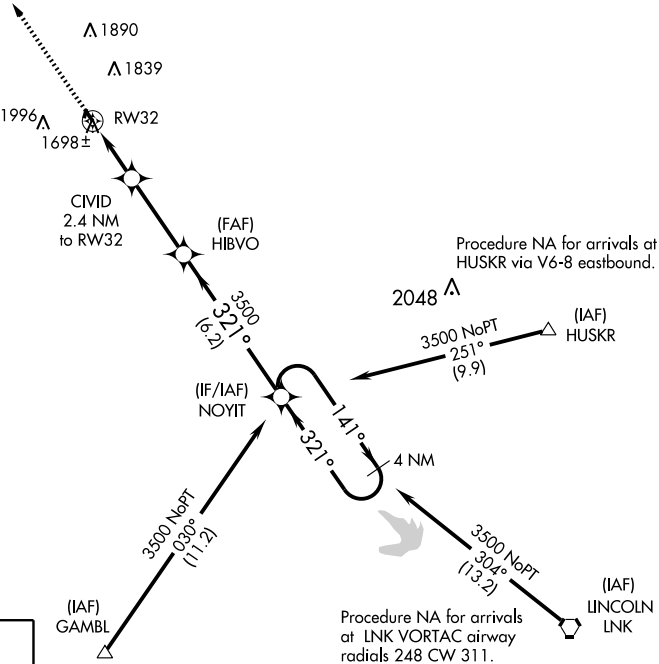
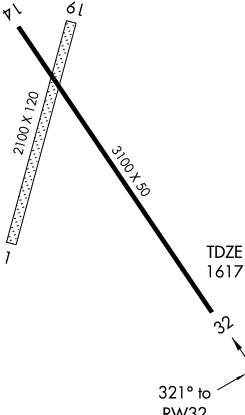
COLUMBUS AWOS-3  
**125.525**

LINCOLN APP CON  
**124.0 270.3**

CTAF  
**122.9**



ELEV 1617

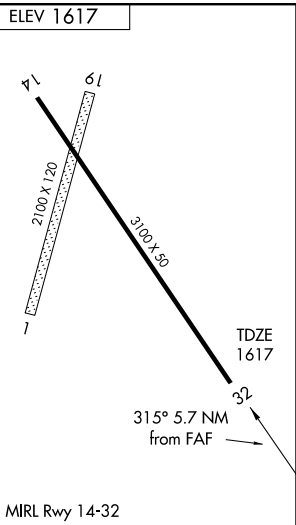
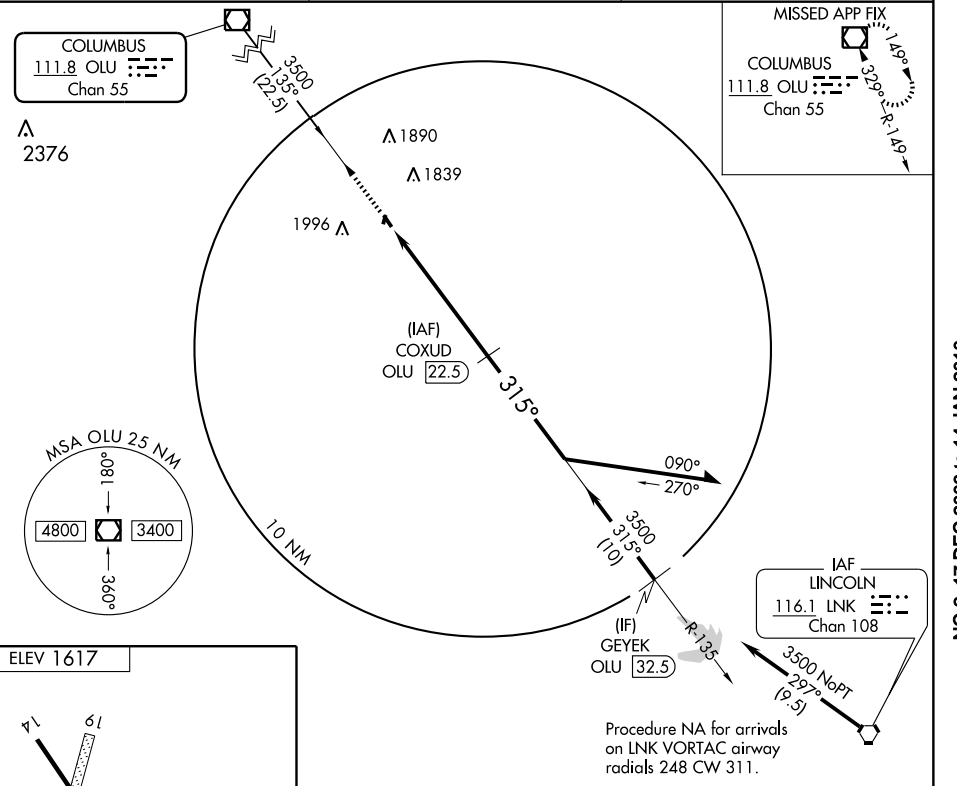




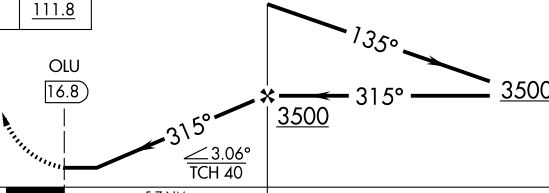
CATEGORY	A	B	C	D
LPV DA	1929-1	312 (400-1)	NA	
LNAV/VNAV DA	2080-1¾	463 (500-1¾)	NA	
LNAV MDA	2020-1	403 (500-1)	NA	
CIRCLING	2160-1 543 (600-1)	2420-1¼ 803 (900-1¼)	NA	

Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3500 direct OLU VOR/DME and hold.

COLUMBUS AWOS-3 <b>125.525</b>	LINCOLN APP CON <b>124.0 270.3</b>	CTAF <b>122.9</b>
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3500	OLU  111.8	COXUD OLU 22.5	Remain within 10NM	
				
CATEGORY	A	B	C	D
S-32	2200-1 583 (600-1)		NA	
CIRCLING	2200-1 583 (600-1)	2420-1¼ 803 (900-1¼)	NA	

NC-2. 17 DEC 2009 to 14 JAN 2010

NDB FBY  
**293**

APP CRS  
186°

Rwy Idg	N/A
TDZE	N/A
Apt Elev	1479

N/A  
N/A  
1479

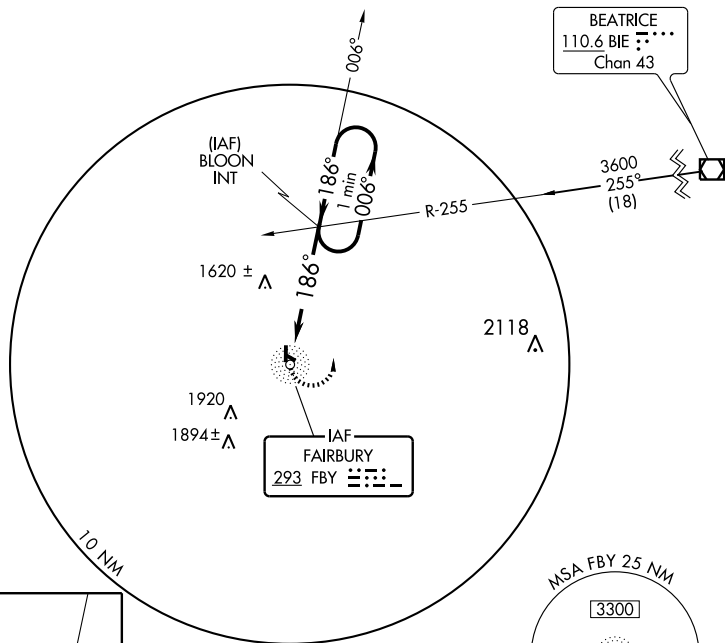
NDB-A  
FAIRBURY MUNI (FBY)

**T** Use Hebron Muni altimeter setting.

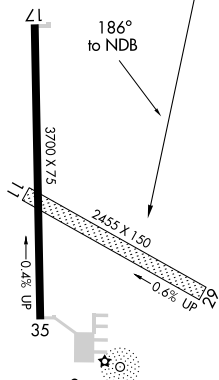
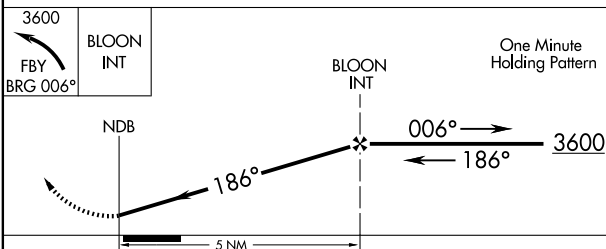
**A** NA

**MISSED APPROACH:** Climbing left turn to 3600 via FBY bearing 006° to BLOON Int and hold.

MINNEAPOLIS CENTER  
126.4 317.7

UNICOM  
122.7 (CTAF) **L**

ELEV 1479

MIRL Rwy 17-35 **L**

## One Minute Holding Pattern

CATEGORY

A

---

C

D

## CIRCLING

2000-1  
521 (600-1)

2040-1  
561 (600-1)

NA

Knots	60	90	120	150	180
Min:Sec					



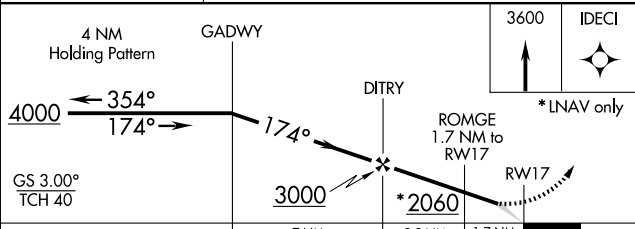
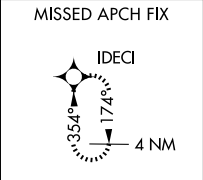
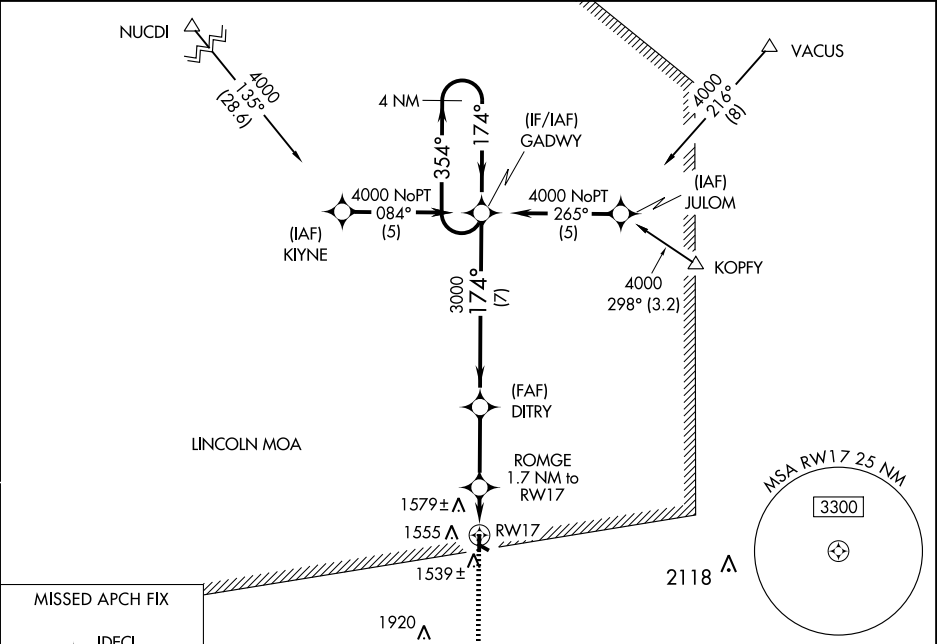
WAAS CH <b>77608</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy ldg TDZE Apt Elev	<b>3700</b> <b>1479</b> <b>1479</b>
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# RNAV (GPS) RWY 17

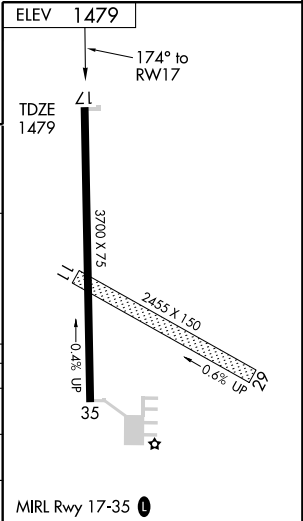
FAIRBURY MUNI (FBY)

<b>NA</b>	DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1798 feet and all visibilities ¼ mile; increase all MDA 40 feet.	MISSED APPROACH: Climb to 3600 direct IDECI and hold.
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MINNEAPOLIS CENTER <b>126.4 317.7</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1775-1	296 (300-1)		NA
RNAV MDA	1840-1	361 (400-1)		NA
CIRCLING	1960-1	481 (500-1)		NA

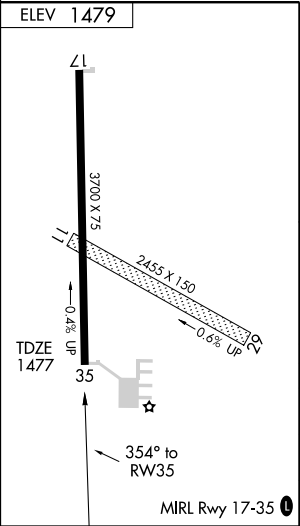
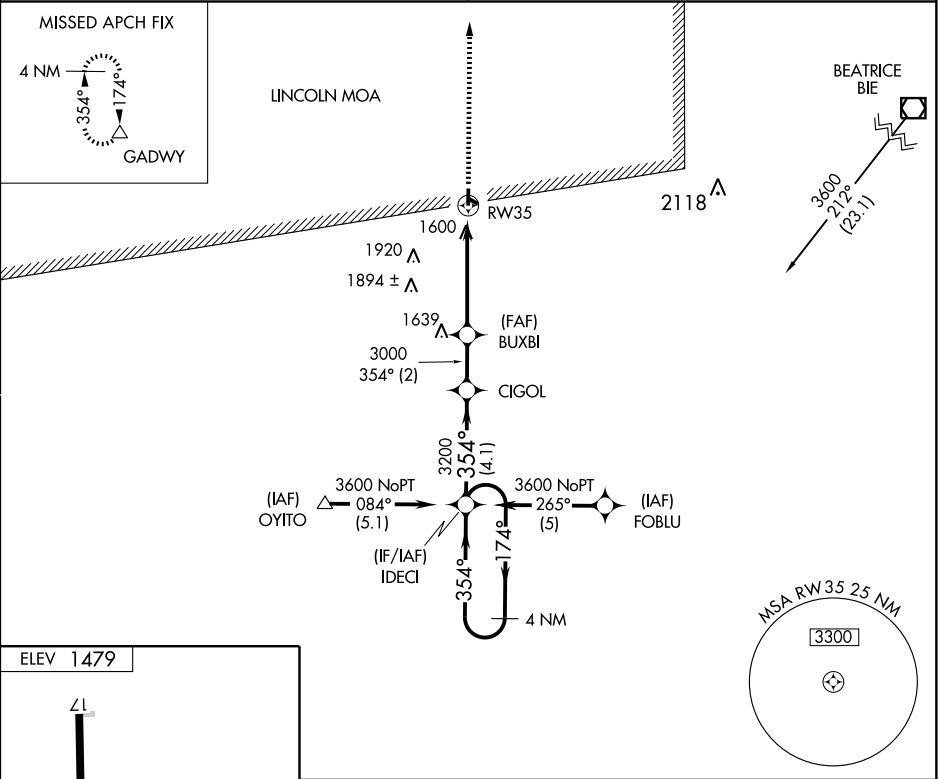


WAAS CH <b>65808</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy ldg TDZE <b>1477</b> Apt Elev <b>1479</b>
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RNAV (GPS) RWY 35  
FAIRBURY MUNI (FBY)

DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1796 feet and all visibilities ¼ mile; increase all MDA 40 feet.	MISSED APPROACH: Climb to 4000 direct GADWY and hold.
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MINNEAPOLIS CENTER <b>126.4 317.7</b>	UNICOM <b>122.7 (CTAF) 0</b>
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4000 ↑	GADWY △	IDECI 4 NM Holding Pattern			
		BUXBI	CIGOL		
RW35		354° 3200		174° → 3600 ← 354°	
		3000	GS 3.00° TCH 40		
		4.6 NM	2 NM	4.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1773-1	296 (300-1)	NA		
LNAV MDA	1900-1	423 (500-1)	NA		
CIRCLING	1960-1	481 (500-1)	NA		

NDB FMZ	APP CRS	Rwy Idg	4316
392	162°	TDZE	1636
		Apt Elev	1636

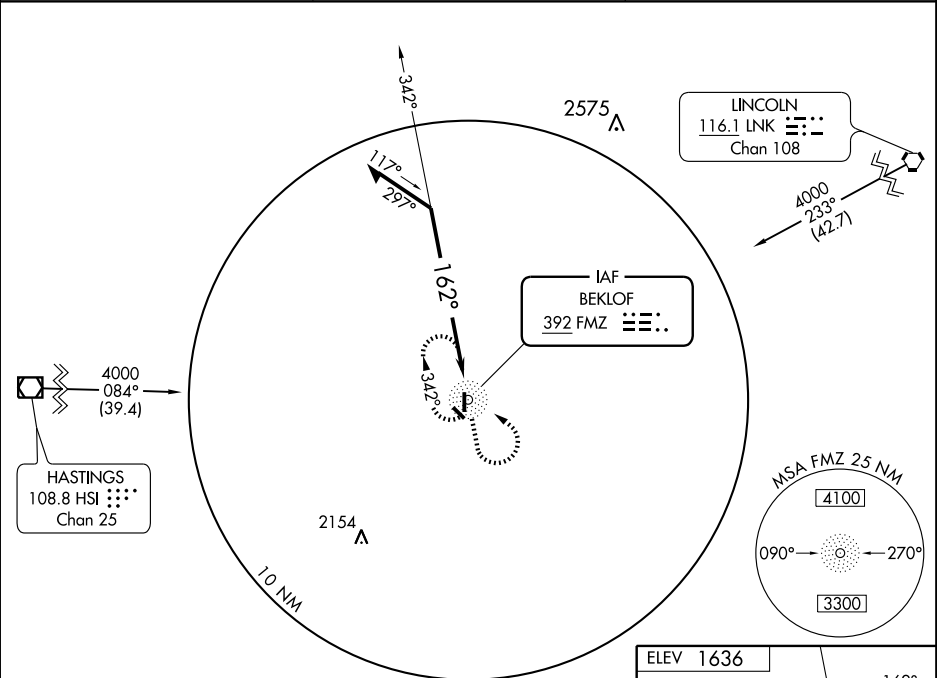
NDB RWY 17  
FAIRMONT STATE AIRFIELD (FMZ)

NA

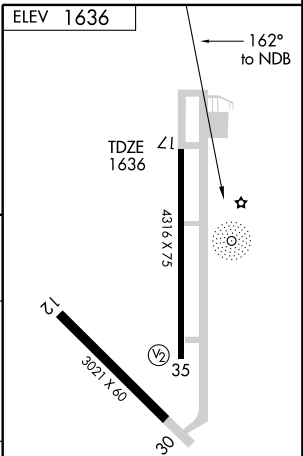
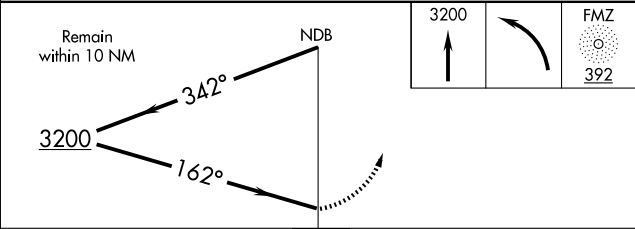
Use York altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn direct FMZ NDB and hold.

AWOS-3 124.175	MINNEAPOLIS CENTER 119.4 278.8	CTAF 122.9
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Procedure NA for Arrivals at HSI VOR/DME on Airway Radials 037 CW 096 and for Arrivals at LNK VORTAC on Airway Radials 190 CW 258.



CATEGORY	A	B	C	D
S-17	2340-1	704 (800-1)	NA	
CIRCLING	2340-1	704 (800-1)	NA	

MIRL Rwy 17-35

NDB RWY 35


FAIRMONT STATE AIRFIELD (FMZ)

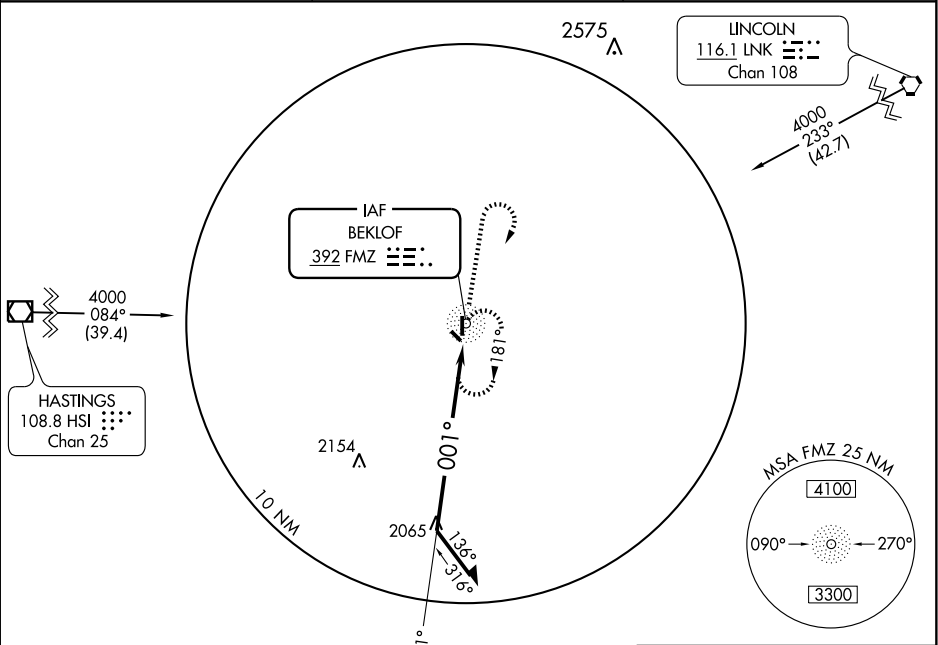
NDB FMZ <b>392</b>	APP CRS <b>001°</b>	Rwy Idg TDZE Apt Elev	<b>4316</b> <b>1635</b> <b>1636</b>
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 NA

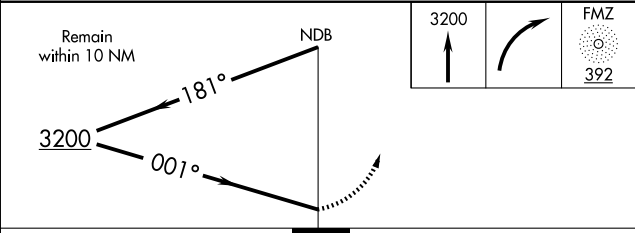
Use York altimeter setting.

MISSED APPROACH: Climb to 3200 then right turn direct FMZ NDB and hold.

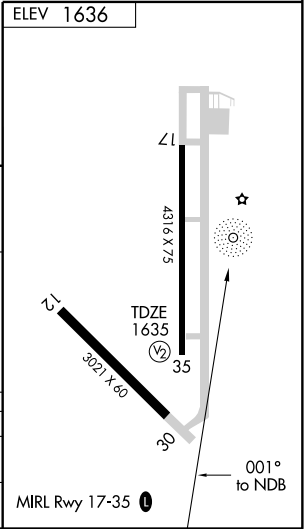
AWOS-3 <b>124.175</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	CTAF <b>122.9</b> 
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Procedure NA for Arrivals at HSI VOR/DME on Airway Radials 037 CW 096 and for Arrivals at LNK VORTAC on Airway Radials 190 CW 258.



CATEGORY	A	B	C	D
S-35	2420-1 785 (800-1)	2420-1¼ 785 (800-1¼)	NA	
CIRCLING	2420-1 784 (800-1)	2420-1¼ 784 (800-1¼)	NA	

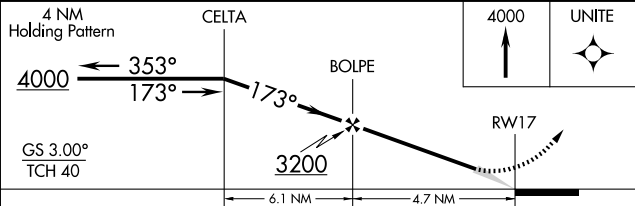
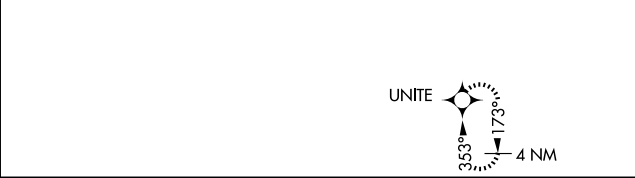
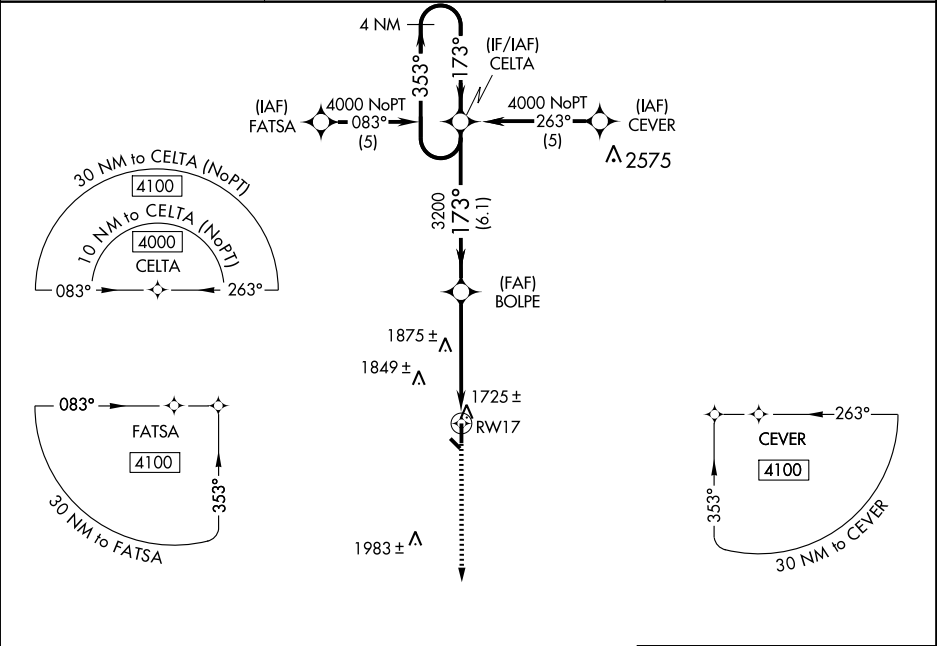


WAAS CH <b>69414</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg <b>4316</b> TDZE <b>1636</b> Apt Elev <b>1636</b>
--	------------------------	---

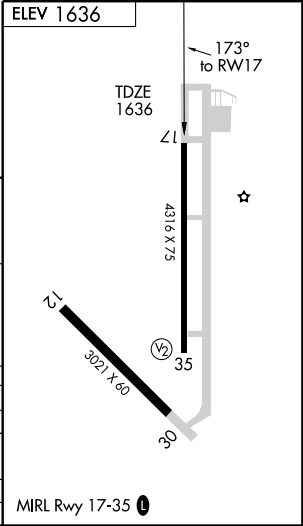
RNAV (GPS) RWY 17  
FAIRMONT STATE AIRFIELD (FMZ)

NA	DME/DME RNP-0.3 NA. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility ¼ mile.	MISSED APPROACH: Climb to 4000 direct UNITE and hold.
----	---	---

AWOS-3 <b>124.175</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	CTAF <b>122.9 0</b>
--------------------------	--	------------------------



CATEGORY	A	B	C	D
LPV DA	1934-1	298 (300-1)		NA
RNAV/VNAV DA	2043-1½	407 (500-1½)		NA
RNAV MDA	2240-1	604 (700-1)		NA
CIRCLING	2240-1	604 (700-1)		NA

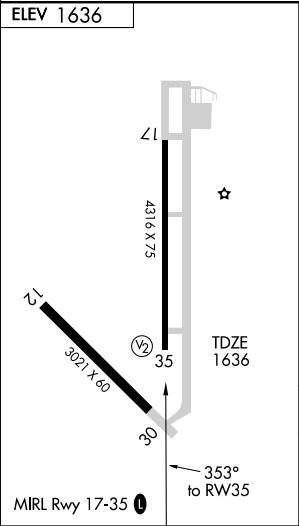
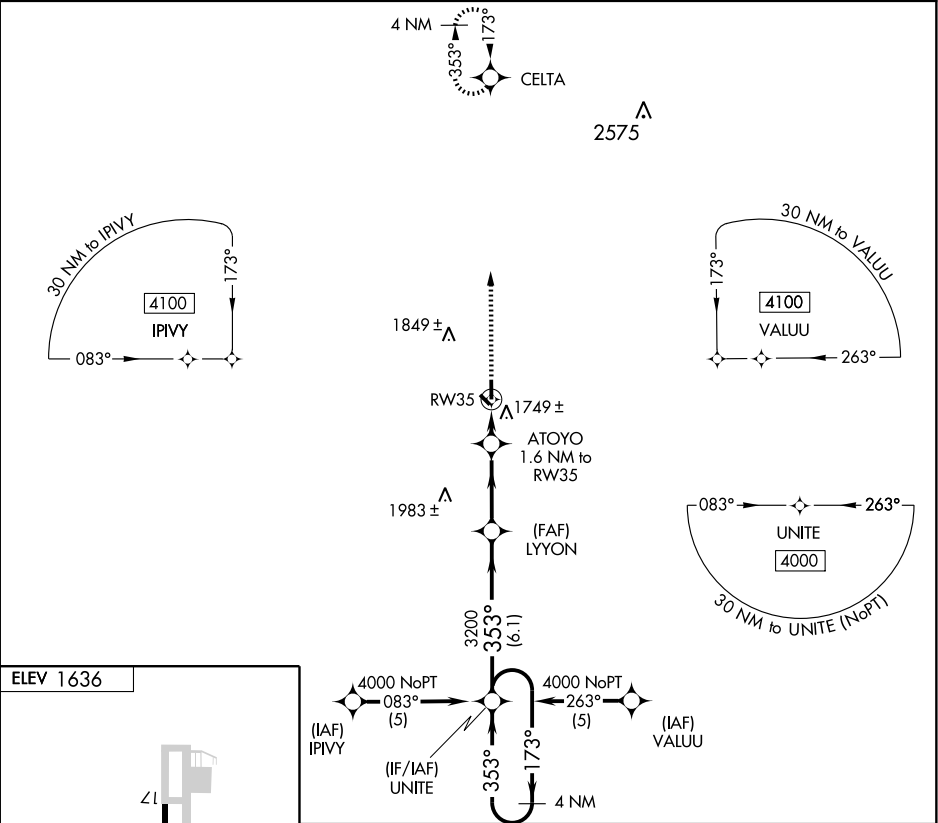


WAAS CH <b>93614</b> <b>W35A</b>	APP CRS <b>353°</b>	Rwy Idg <b>4316</b> TDZE <b>1636</b> Apt Elev <b>1636</b>
--	------------------------	---

RNAV (GPS) RWY 35  
FAIRMONT STATE AIRFIELD (FMZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility ¼ mile. Baro-VNAV N/A.	MISSED APPROACH: Climb to 4000 direct CELTA and hold.
--	---

AWOS-3 <b>124.175</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	CTAF <b>122.9 0</b>
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4000

↑

CELTA

✴

UNITE

4 NM Holding Pattern

LYYON

ATOYO 1.6 NM to RW35

173° →

← 353°

4000

\*LNAV only.

RW35

↙

↘

\*2180

3200

GS 3.00°

TCH 40

1.6 NM

3.1 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	1934-1	298 (300-1)	NA	
LNAV/VNAV DA	2094-1¾	458 (500-1¾)	NA	
VNAV MDA	2060-1	424 (500-1)	NA	
CIRCLING	2120-1	484 (500-1)	NA	



APP CRS  
144°

Rwy Idg	<b>3999</b>
TDZE	<b>984</b>
Apt Elev	<b>984</b>

## RNAV (GPS) RWY 14

FALLS CITY/ BRENNER FIELD (FNB)

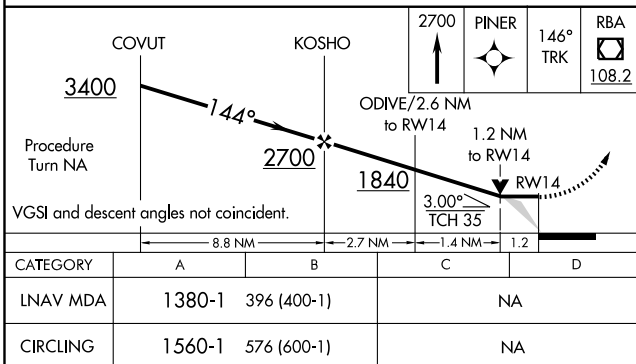
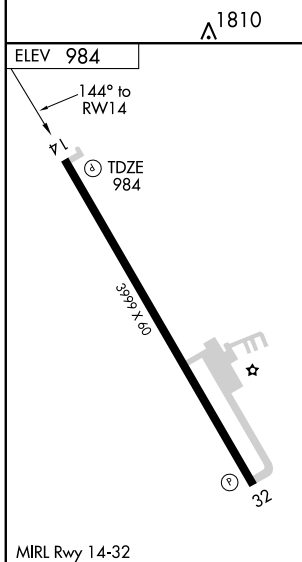
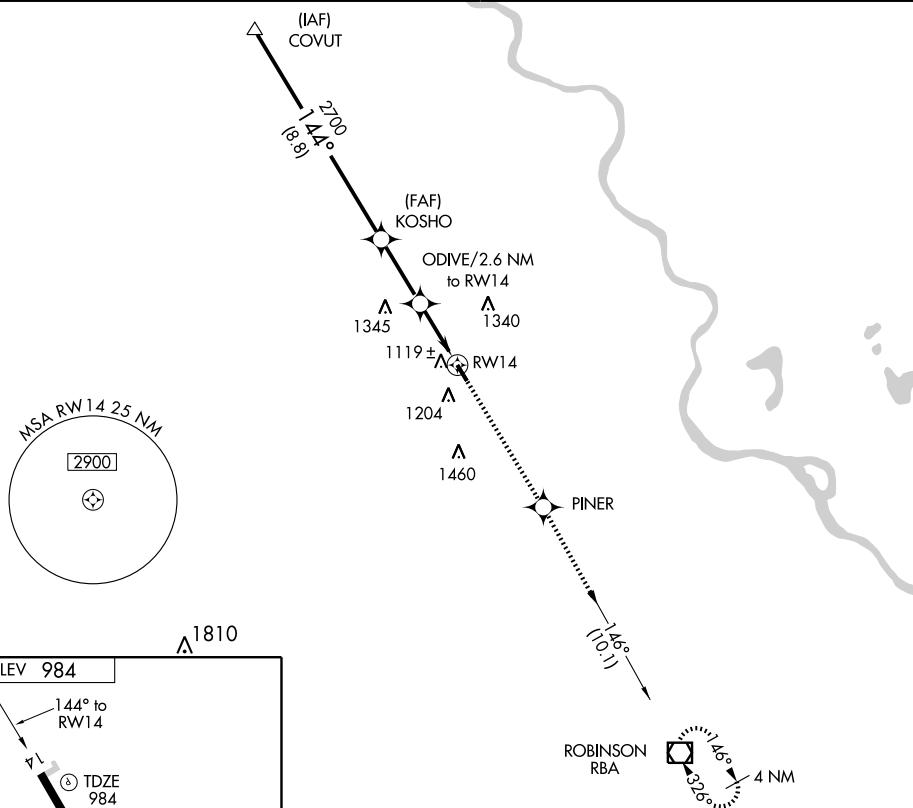
**T** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
**A** NA Circling Rwy 32 NA at night.

**MISSED APPROACH:** Climb to 2700 direct PINER WP and via 146° track to RBA VOR/DME and hold.

ASOS  
119.27

COLUMBUS RADIO  
122.1R

UNICOM  
**122.8** (CTAF)





AL-6543 (FAA)

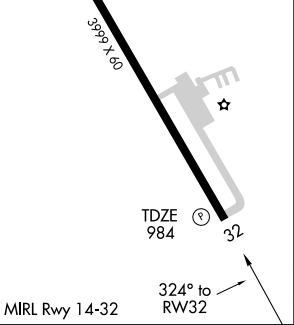
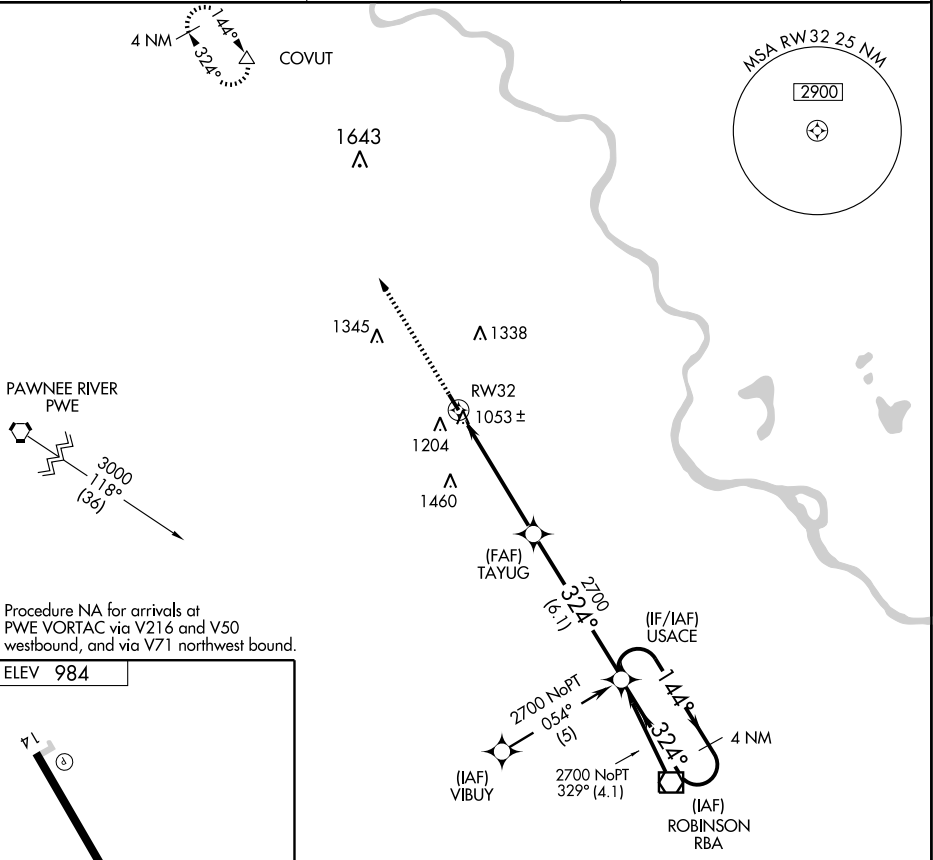
# RNAV (GPS) RWY 32

## FALLS CITY/ BRENNER FIELD (FNB)

**T** Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.  
**A** VDP and Baro-VNAV NA when using Lincoln Muni altimeter setting.  
 If local altimeter setting not received, use Lincoln Muni altimeter setting and increase all DAs/MDAs 240 feet.

**MISSED APPROACH:** Climb to 3400 direct COVUT WP and hold.

ASOS <b>119.27</b>	COLUMBUS RADIO <b>122.1R</b>	UNICOM <b>122.8</b> (CTAF)
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3400 ↑	COVUT △				
CATEGORY		A	B	C	D
LPV DA		1240-1	256 (300-1)		NA
LNAV/VNAV DA		1420-1½	436 (500-1½)		NA
LNAV MDA		1460-1	476 (500-1)		NA
CIRCLING		1560-1½	576 (600-1½)		NA

NC-2. 17 DEC 2009 to 14 JAN 2010

WAAS CH <b>82403</b> <b>W14A</b>	APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1203</b> <b>1204</b>
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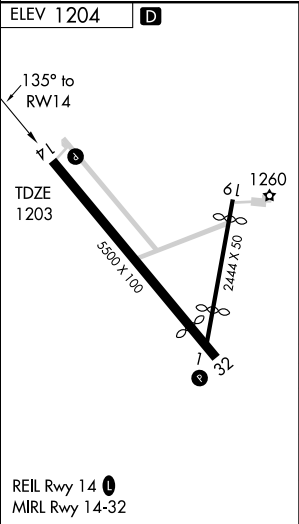
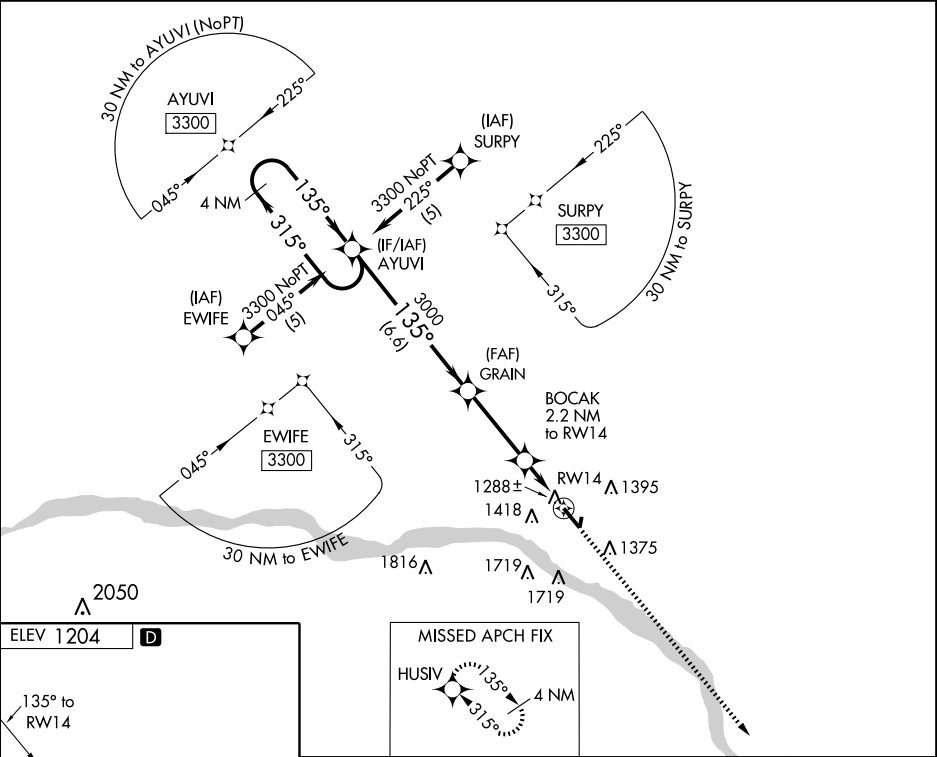
RNAV (GPS) RWY 14  
FREMONT MUNI (F'ET')

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all DAs 81 feet and MDAs 100 feet and increase LPV all Cats and circling Cat C visibility ½ mile, and LNAV visibility Cat C ¼ mile. VDP NA when using Tekamah Muni altimeter setting.

**▲**

MISSED APPROACH: Climb to 3000 direct HUSIV and hold.

AWOS-3 <b>121.275</b>	OMAHA APP CON <b>120.1 354.05</b>	UNICOM <b>122.8 (CTAF) 0</b>
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MISSED APCH FIX HUSIV 4 NM 135° 315°			
4 NM Holding Pattern AYUVI 3300 315° 135° GS 3.00° TCH 40			
GRAIN BOCAK 2.2 NM to RW14 RW14 *1940 *0.9 NM to RW14 *LNAV only			
CATEGORY	A	B	C
LPV DA	1515-1	312 (400-1)	NA
LNAV MDA	1540-1	337 (400-1)	NA
CIRCLING	1780-1	576 (600-1)	1780-1½ 576 (600-1½)

VOR/DME SCB <b>111.0</b> Chan <b>47</b>	APP CRS <b>147°</b>	Rwy Idg <b>5500</b> TDZE <b>1203</b> Apt Elev <b>1204</b>
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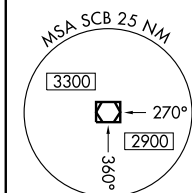
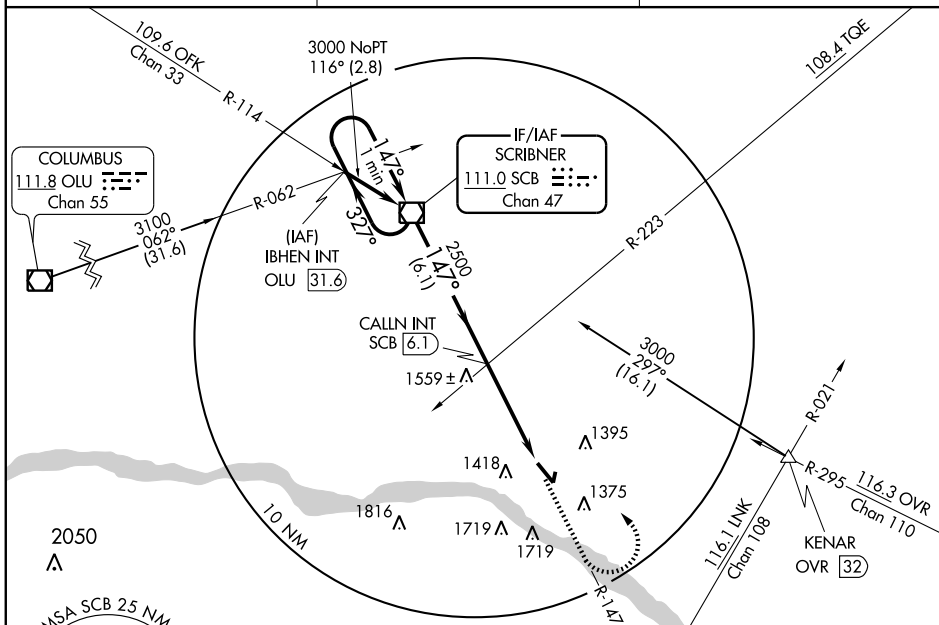
VOR RWY 14  
FREMONT MUNI (FET)

**T** Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all MDAs 100 feet and increase S-14 and Circling Cat C visibility  $\frac{1}{4}$  mile. VDP NA when using Tekamah Muni altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct SCB VOR/DME and hold.

AWOS-3  
121.275

OMAHA APP CON  
120.1 354.05

UNICOM  
122.8 (CTAF) **L**

### One Minute Holding Pattern

VOR/DME

CALLN INT  
SCB 6.1

3000

SCB  
  
111.0

3000 ← 327°  
147° →

5

$$\frac{2500}{\text{---}} \times \frac{\text{---}}{\text{---}}$$

8.2

SCB

$$\frac{2500}{\text{---}} \times \frac{\text{---}}{\text{---}}$$

CATEGORY	A	B
S-14	1820-1	617 (700-1)

C
1820-1 <sup>3</sup> / <sub>4</sub>

D
NA

REIL Rwy 14 **L**  
MIRL Rwy 14-32

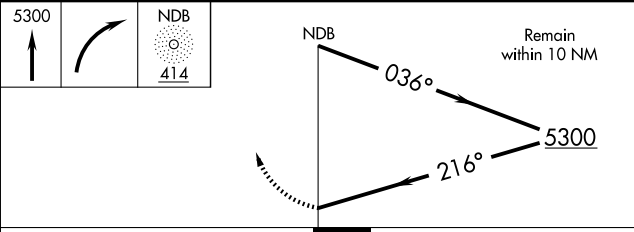
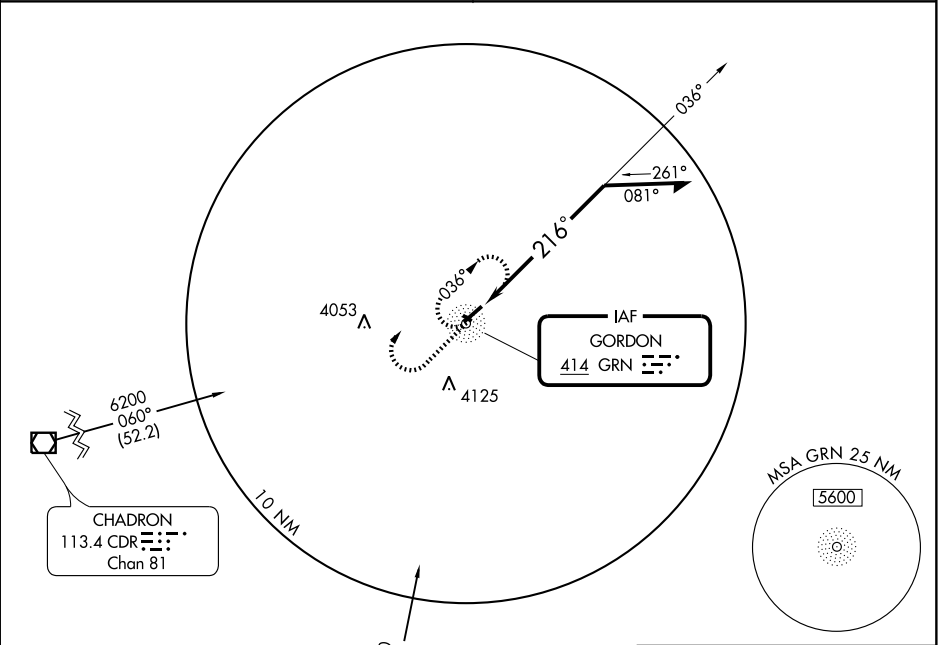
FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

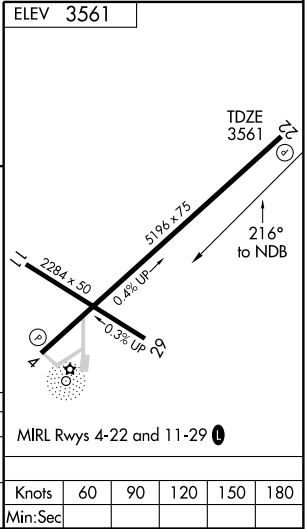
NDB GRN <b>414</b>	APP CRS <b>216°</b>	Rwy Idg TDZE Apt Elev	<b>5196</b> <b>3561</b> <b>3561</b>
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NDB RWY 22  
GORDON MUNI (GRN)

 NA	Use Pine Ridge, SD altimeter setting.	MISSED APPROACH: Climb to 5300 then right turn direct GRN NDB and hold.
DENVER CENTER <b>127.95 338.2</b>		UNICOM <b>122.8</b> (CTAF)



CATEGORY	A	B	C	D
S-22	4240-1 679 (700-1)		4240-2 679 (700-2)	4240-2 1/4 679 (700-2 1/4)
CIRCLING	4240-1 679 (700-1)		4240-2 679 (700-2)	4400-2 3/4 839 (900-2 3/4)





# RNAV (GPS) RWY 22

## GORDON MUNI (GRN)

WAAS CH <b>86609</b> <b>W22A</b>	APP CRS <b>220°</b>	Rwy Idg TDZE Apt Elev	<b>5196</b> <b>3562</b> <b>3562</b>
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NA

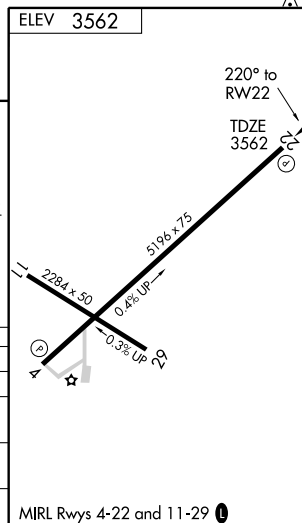
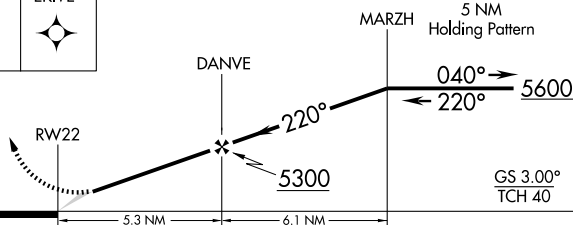
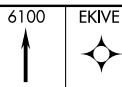
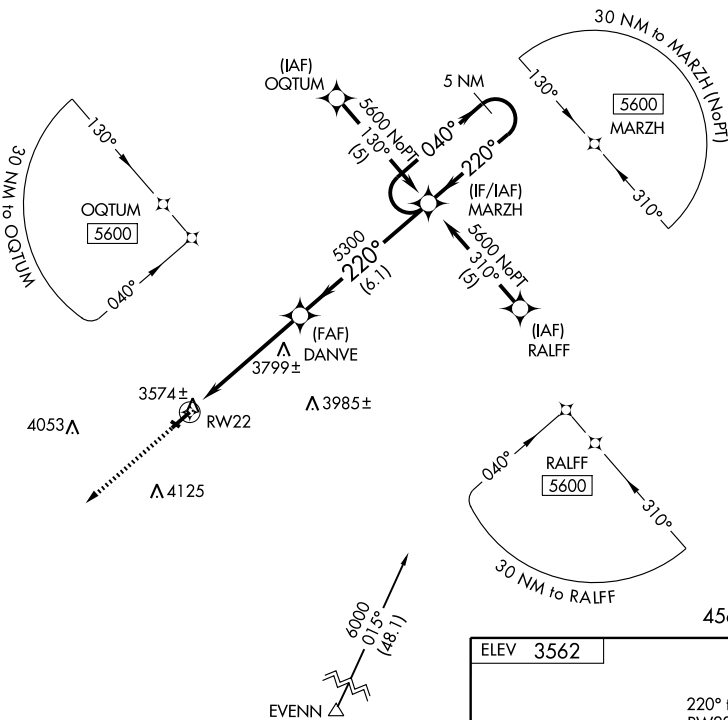
DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Pine Ridge, SD altimeter setting, when not received, use Chadron altimeter setting and increase DA 53 feet, all MDA 60 feet and increase all LNAV/VNAV visibility ¼ mile.

MISSED APPROACH: Climb to 6100 direct EKIVE and hold.

PINE RIDGE, SD ASOS  
**126.775**

DENVER CENTER  
**127.95 338.2**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	3890-1¼	328 (400-1¼)		NA
LNAV/ VNAV DA	3922-1¼	360 (400-1¼)		NA
LNAV MDA	4140-1	578 (600-1)		NA
CIRCLING	4140-1	578 (600-1)		NA

MIRL Rwy 4-22 and 11-29 0

APP CRS	Rwy Idg	N/A
304°	TDZE	
	Apt Elev	2559

NDB-A

GOTHENBURG/QUINN FIELD (GTE)

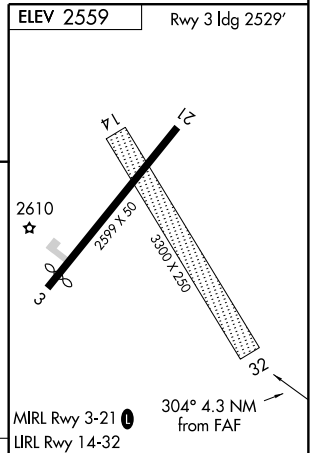
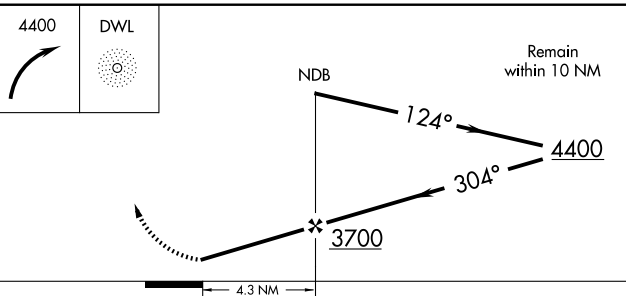
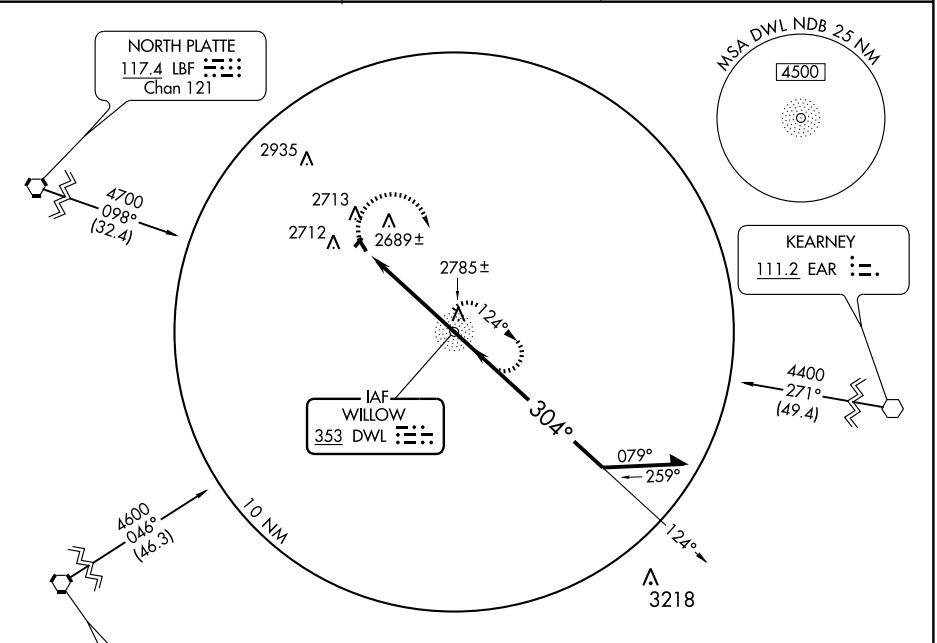
▼

▲ NA

Use Jim Kelly Field altimeter setting; if not received, use North Platte altimeter setting, and increase all MDAs 40 feet.


MISSED APPROACH: Climbing right turn to 4400 direct DWL NDB and hold.

JIM KELLY FIELD AWOS-3 121.025	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 4.3 NM
CIRCLING	3140-1	581 (600-1)	3140-1½ 581 (600-1½)	NA	Knots 60 90 120 150 180 Min:Sec 4:18 2:52 2:09 1:43 1:26

NC-2, 17 DEC 2009 to 14 JAN 2010



NA

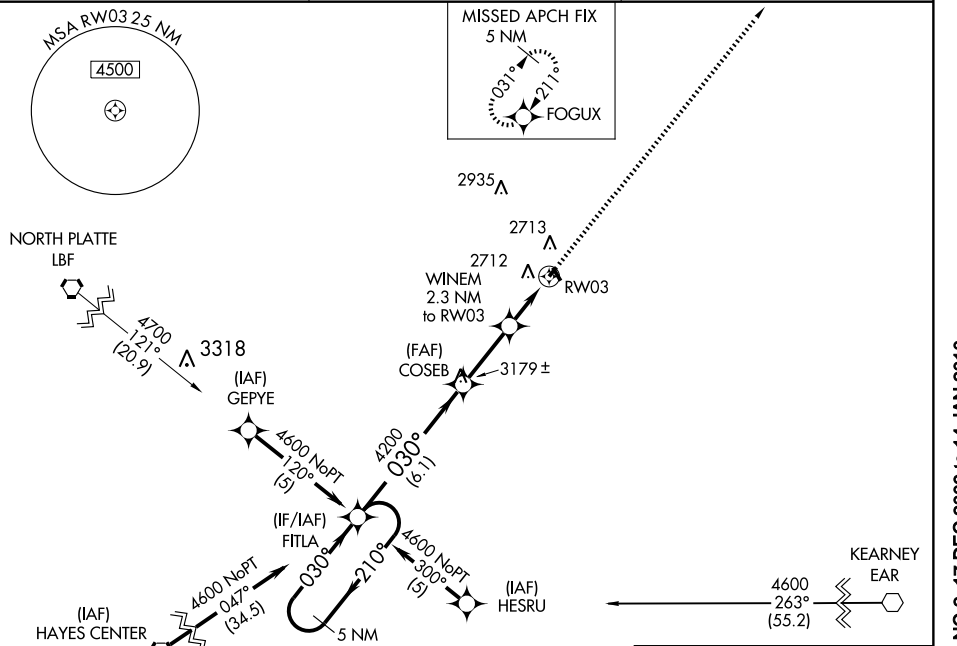
DME/DME RNP-0.3 NA. Use Jim Kelly Field altimeter setting; if not received use North Platte altimeter setting, and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 4600 direct FOGUX and hold.

JIM KELLY FIELD AWOS-3  
121.025

DENVER CENTER  
132.7 397.85

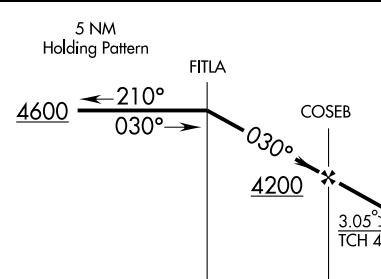
UNICOM  
122.8 (CTAF) 0



Procedure NA for arrivals at LBF VORTAC via V172 southwest bound, V6 west bound, EAR VOR via V227 northeast bound, HCT VORTAC via V219 southwest bound, V8 southwest bound.

ELEV 2559      Rwy 3 Idg 2529'

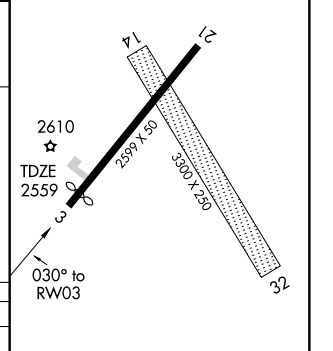
5 NM Holding Pattern



4600

FOGUX

CATEGORY	A	B	C	D
RNAV MDA	3080-1	521 (600-1)	3080-1 ½ 521 (600-1 ½)	NA
CIRCLING	3140-1	581 (600-1)	3140-1 ½ 581 (600-1 ½)	NA



MIRL Rwy 3-21 0  
URL Rwy 14-32

NC-2: 17 DEC 2009 to 14 JAN 2010

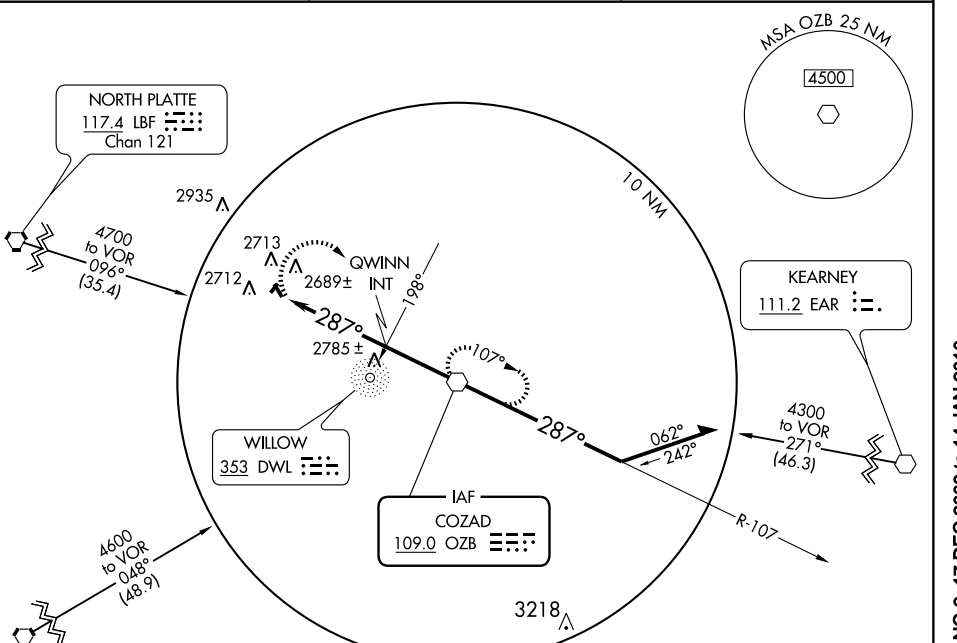




Use Jim Kelly Field altimeter setting. If not received use North Platte altimeter setting and increase all MDAs 40 feet.
 

MISSED APPROACH: Climbing right turn to 4300 direct OZB VOR and hold.

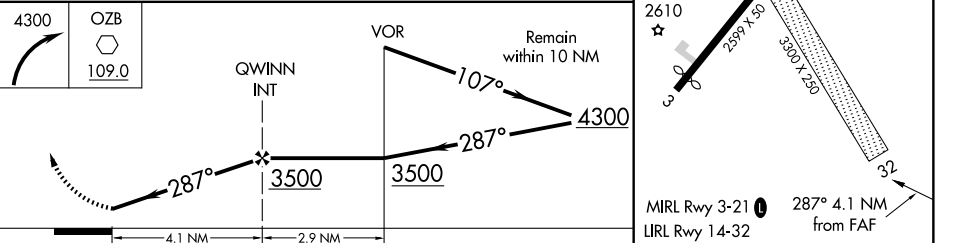
JIM KELLY FIELD AWOS-3 <b>121.025</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 2559

Rwy 3 ldg 2529'

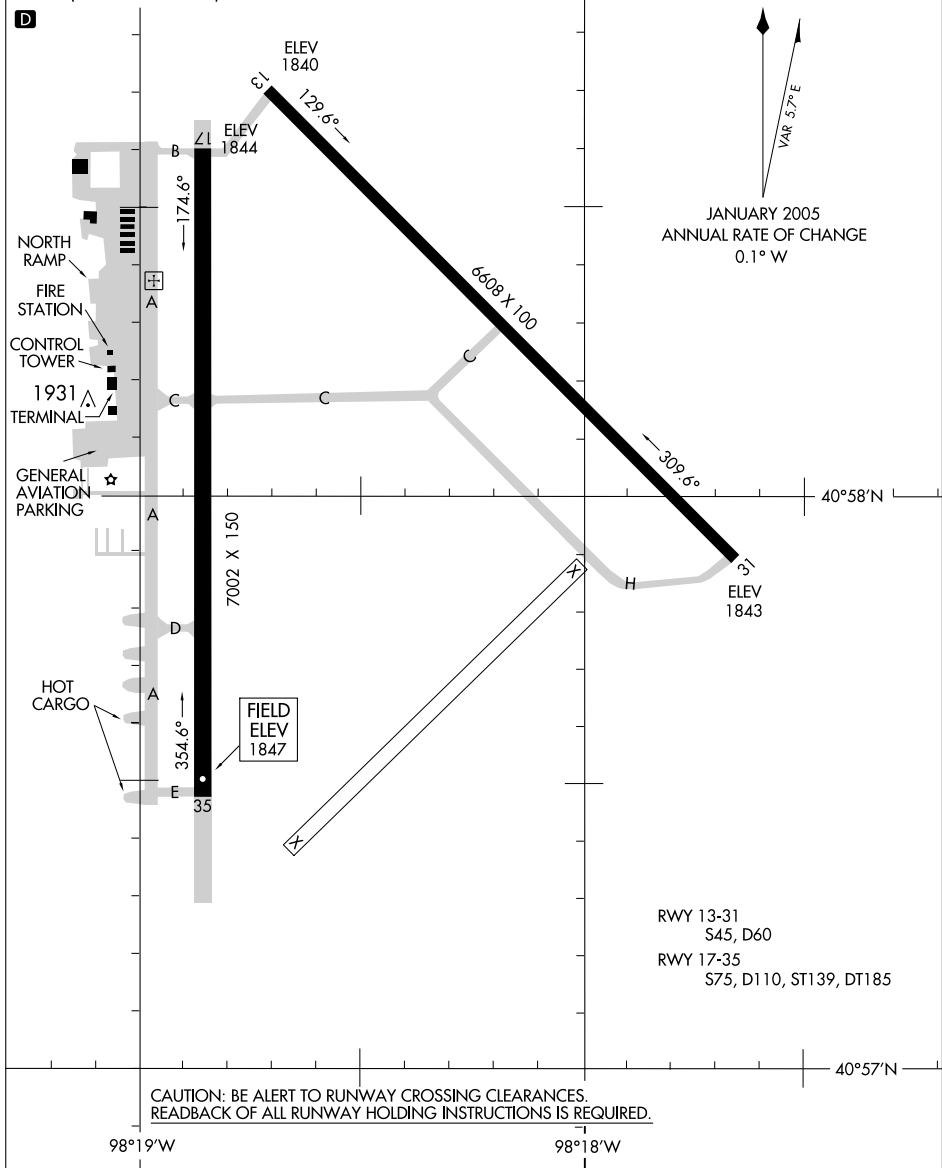
### ADF REQUIRED



CATEGORY	A	B	C	D	FAF to MAP 4.1 NM					
CIRCLING	3140-1	581 (600-1)	3140-1½ 581 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	4:06	2:44	2:03	1:38	1:22

GRAND ISLAND, NEBRASKA

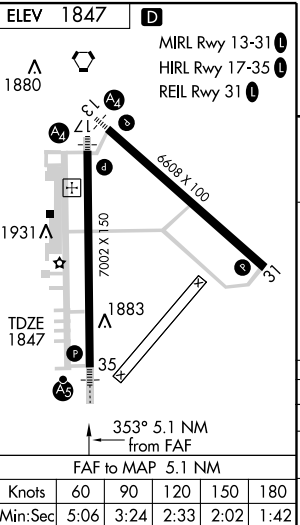
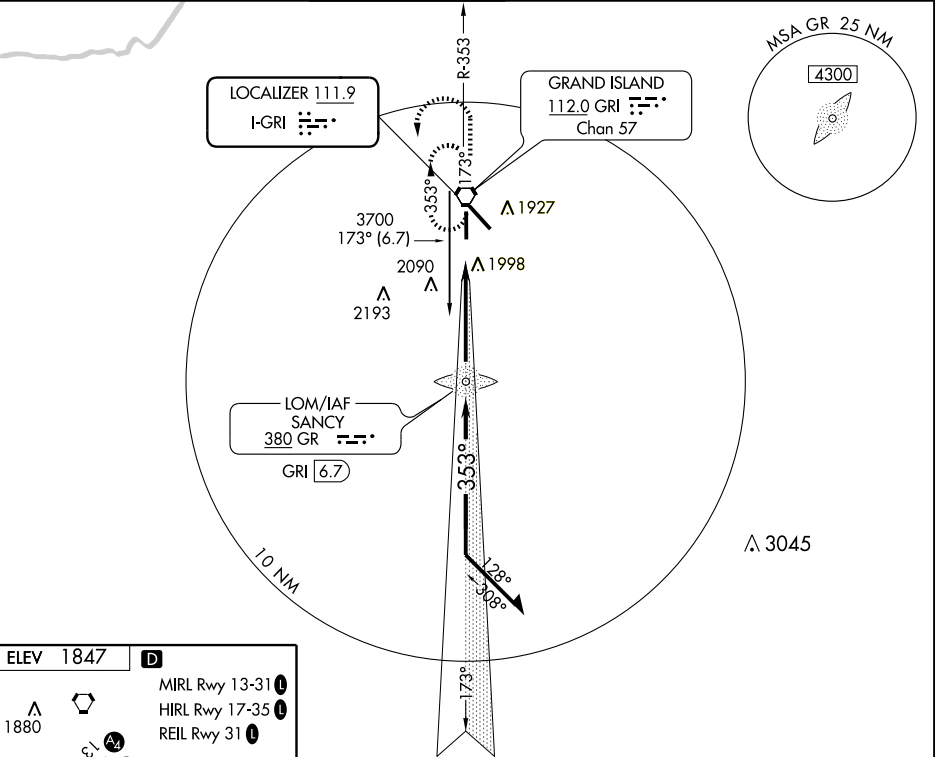
**D**



LOC I-GRI	APP CRS	Rwy Idg	7002
111.9	353°	TDZE	1847
		Apt Elev	1847

ILS or LOC RWY 35  
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

* RVR 1800 authorized with the use of FD or AP or HUD to DA.		MALS R 353	MISSED APPROACH: Climb to 3700 then left turn direct GRI VORTAC and hold.		
ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER* 118.2 (CTAF) 0 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95




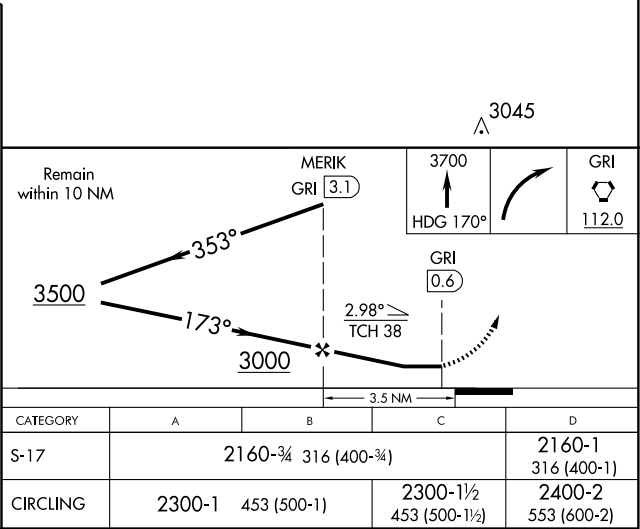
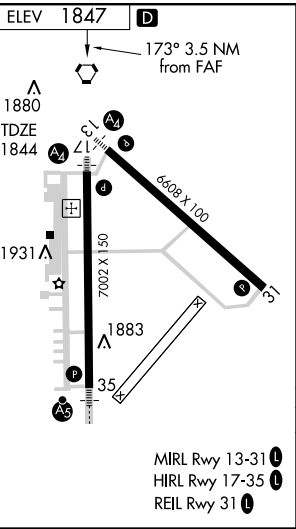
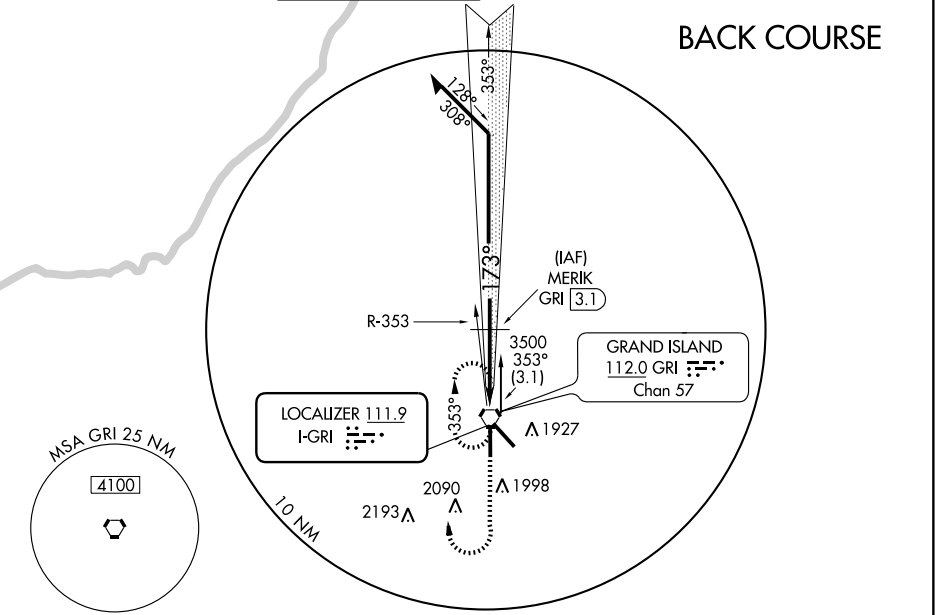
3700		GRI 112.0	SANCY LOM GRI 6.7		Remain within 10 NM
3333		173°	3700		GS 2.60° TCH 54
3400		353°	5.1 NM		
CATEGORY	A	B	C	D	
S-ILS 35	*2047-24 200 (200-½)				
S-LOC 35	2200-24 353 (400-½)			2200-40 353 (400-¾)	
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)		2400-2 553 (600-2)

LOC I-GRI	APP CRS	Rwy Idg	7002
111.9	173°	TDZE	1844
		Apt Elev	1847

LOC/DME BC RWY 17

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

Simultaneous reception of I-GRI and GRI DME required. Disregard glide slope indications.		MALS 	MISSED APPROACH: Climb to 3700 heading 170° then right turn direct GRI VORTAC and hold.		
ATIS 127.4	MINNEAPOLIS CENTER 119.4 278.8	GRAND ISLAND TOWER ★ 118.2 (CTAF) 0 388.2	GND CON 121.9 388.2	CLNC DEL 121.9 (when tower closed)	UNICOM 122.95



CATEGORY	A	B	C	D
S-17	2160-¾ 316 (400-¾)			2160-1 316 (400-1)
CIRCLING	2300-1	453 (500-1)	2300-1½ 453 (500-1½)	2400-2 553 (600-2)



WAAS CH <b>60999</b> <b>W17A</b>	APP CRS <b>173°</b>	Rwy Idg <b>7002</b> TDZE <b>1844</b> Apt Elev <b>1847</b>
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## RNAV (GPS) RWY 17

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

**A** DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV.

MALS



**MISSED APPROACH:**  
Climb to 3800 direct  
AXOVY and hold.

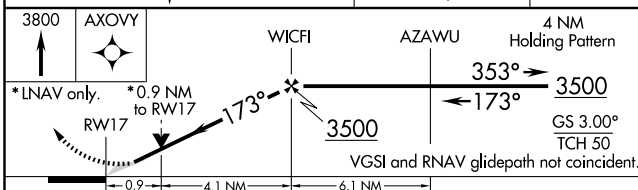
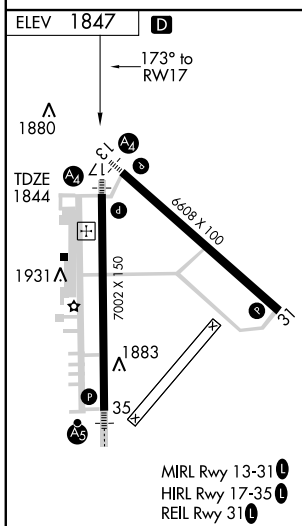
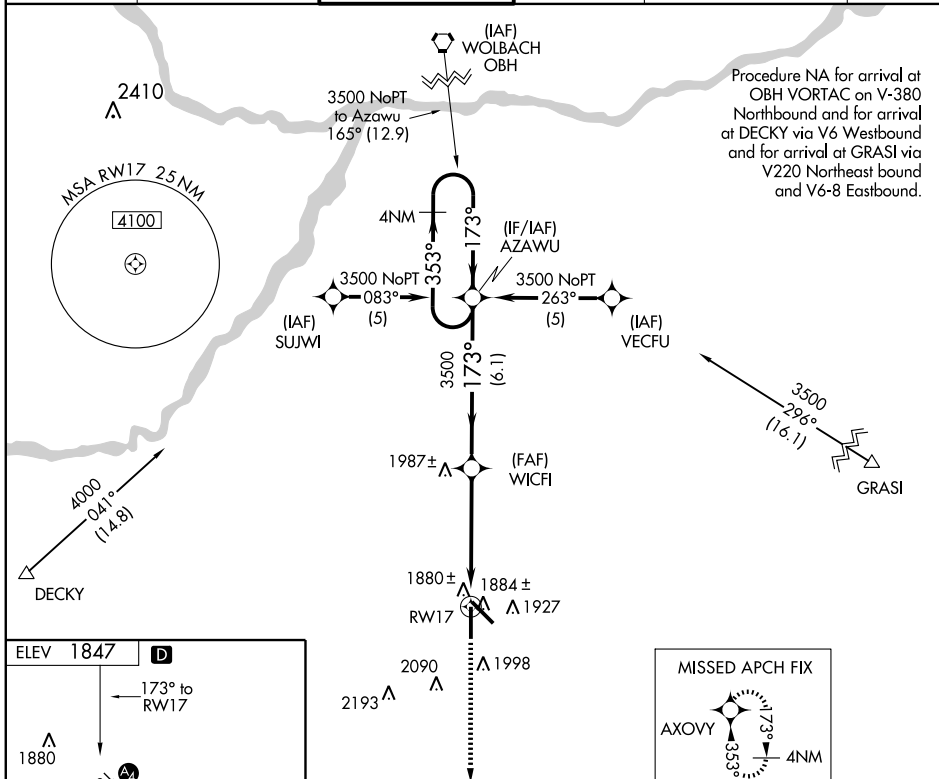
ATIS  
127.4

MINNEAPOLIS CENTER  
119.4 278.8

GRAND ISLAND TOWER★  
118.2 (CTAF) **L** 388.2

GND CON  
121.9 388.2

CLNC DEL  
**121.9**  
**126.05**(when tower closed)

UNICOM  
122.95

CATEGORY		A	B	C	D
LPV	DA	2094- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ )			
LNNAV/ VNAV	DA	2138- $\frac{3}{4}$ 294 (300- $\frac{3}{4}$ )			2138-1 294 (300-1)
LNNAV	MDA	2160- $\frac{3}{4}$ 316 (400- $\frac{3}{4}$ )			2160-1 316 (400-1)
CIRCLING		2300-1	453 (500-1)	2300-1 $\frac{1}{2}$ 453 (500-1 $\frac{1}{2}$ )	2400-2 553 (600-2)

APP CRS	Rwy Idg	<b>6608</b>
<b>308°</b>	TDZE	<b>1844</b>
	Apt Elev	<b>1847</b>

## RNAV (GPS) RWY 31

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

**A** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet. VDP NA when using Aurora altimeter setting.

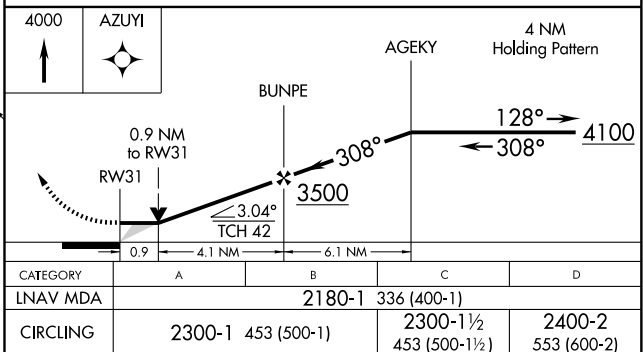
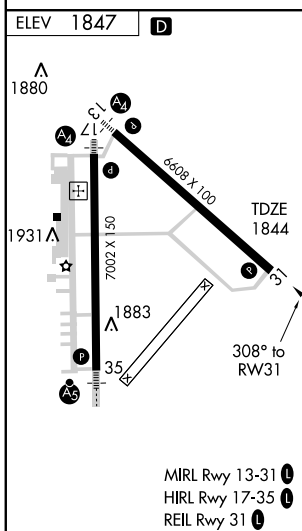
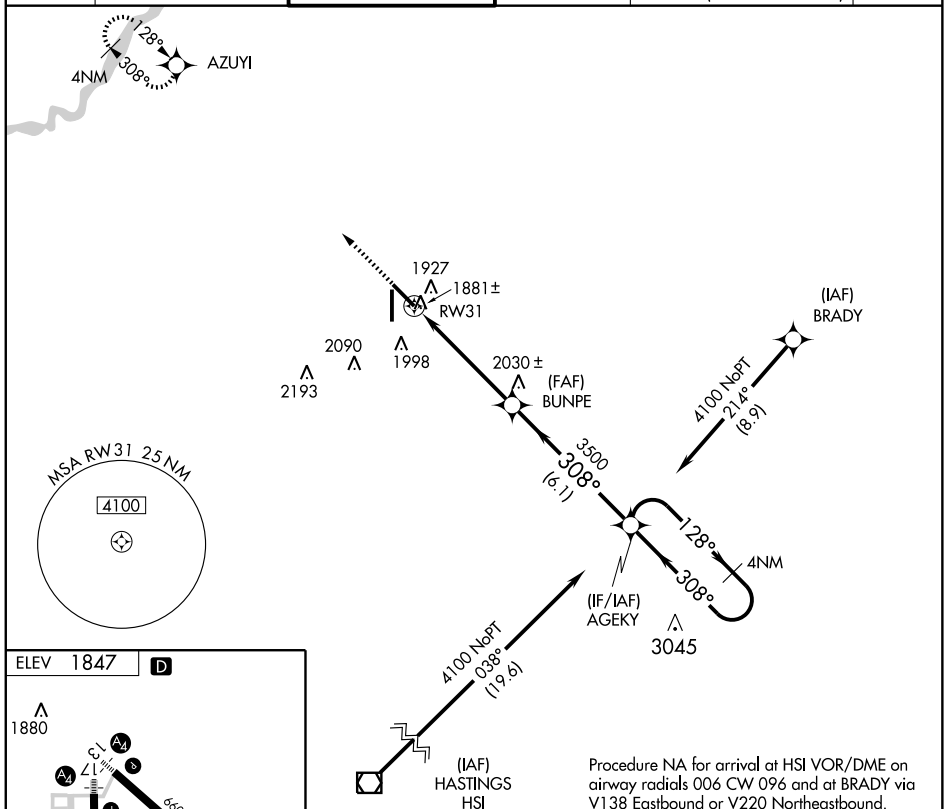
MISSED APPROACH: C  
direct AZUYI and hold.

ATIS	MINNEAPOLIS CENTER
127.4	119.4 278.8

GRAND ISLAND TOWER ★  
118.2 (CTAF)  388.2

GND CON  
121.9 388.2


CLNC DEL  
**121.9**  
**126.05** (when tower closed)

UNICOM  
122.95

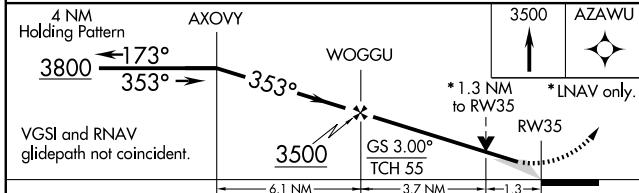
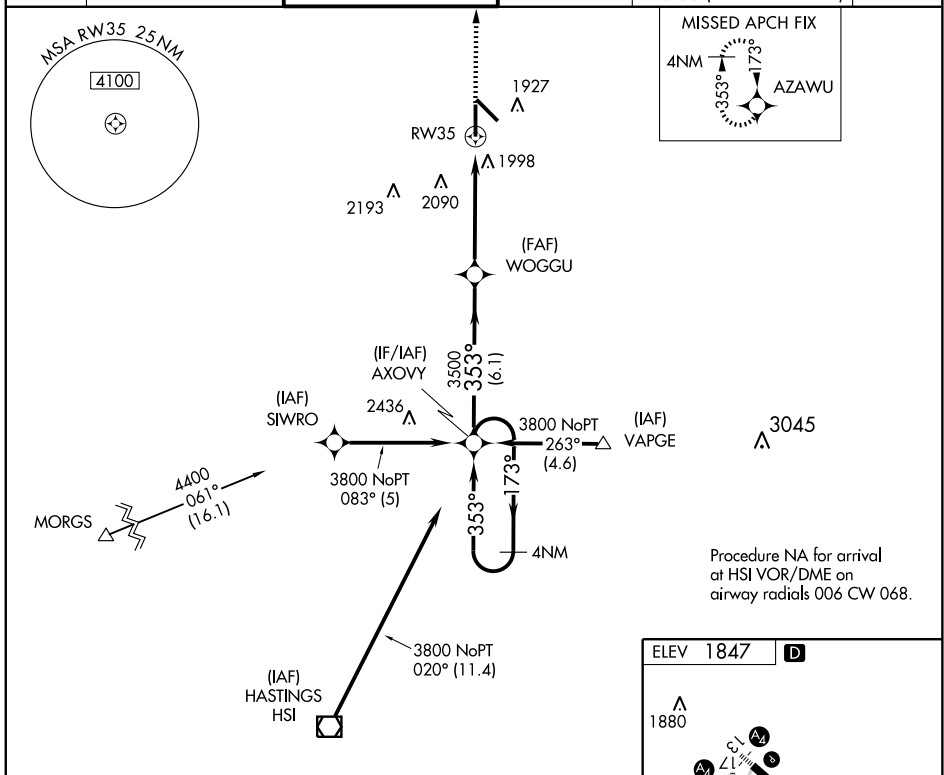


# RNAV (GPS) RWY 35

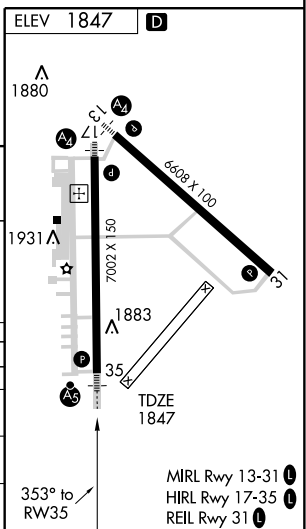
GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

<b>A</b>	DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats.	MALSR 	MISSED APPROACH: Climb to 3500 direct AZAWU and hold.
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ATIS <b>127.4</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	GRAND ISLAND TOWER★ <b>118.2 (CTAF) 0 388.2</b>	GND CON <b>121.9 388.2</b>	CLNC DEL <b>121.9</b> (when tower closed)	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	2097/24		250 (300-½)	
LNAV/VNAV DA	2283/50		436 (500-1)	
LNAV MDA	2260/24 413 (500-½)		2260/40 413 (500-¾)	
			2260/50 413 (500-1)	
CIRCLING	2300-1½ 453 (500-1½)		2400-2 553 (600-2)	



VORTAC GRI	APP CRS	Rwy Idg	6608
112.0	313°	TDZE	1844
Chan 57		Apt Elev	1847

VOR/DME RWY 31

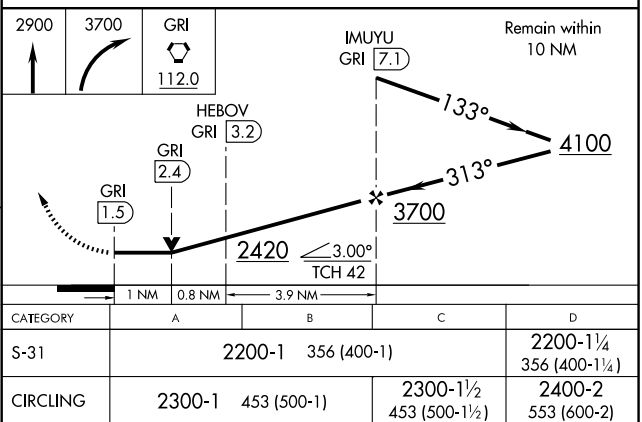
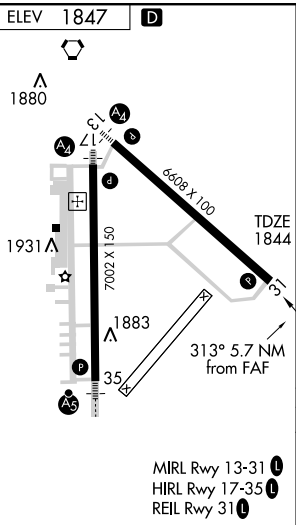
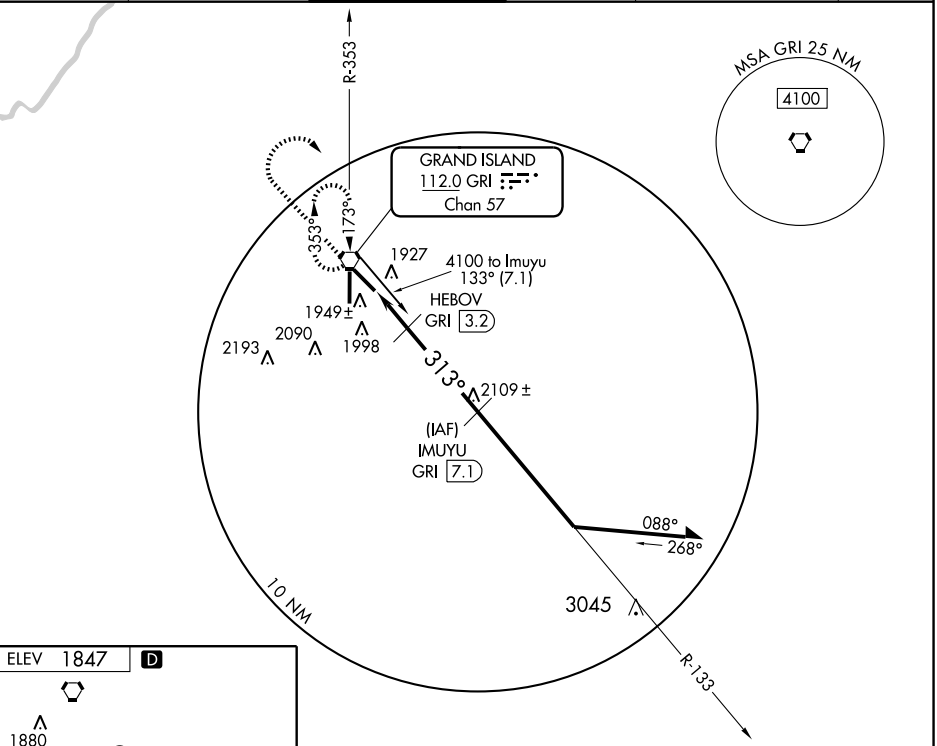
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

▼ If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet.

▲ VDP NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 2900 then climbing right turn to 3700 direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) 0 388.2	121.9 388.2	126.05 (when tower closed)	122.95



VORTAC GRI <b>112.0</b> Chan <b>57</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>7002</b> <b>1847</b> <b>1847</b>
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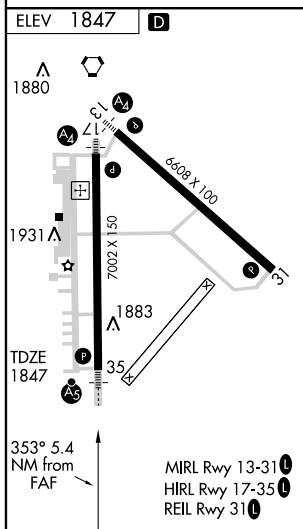
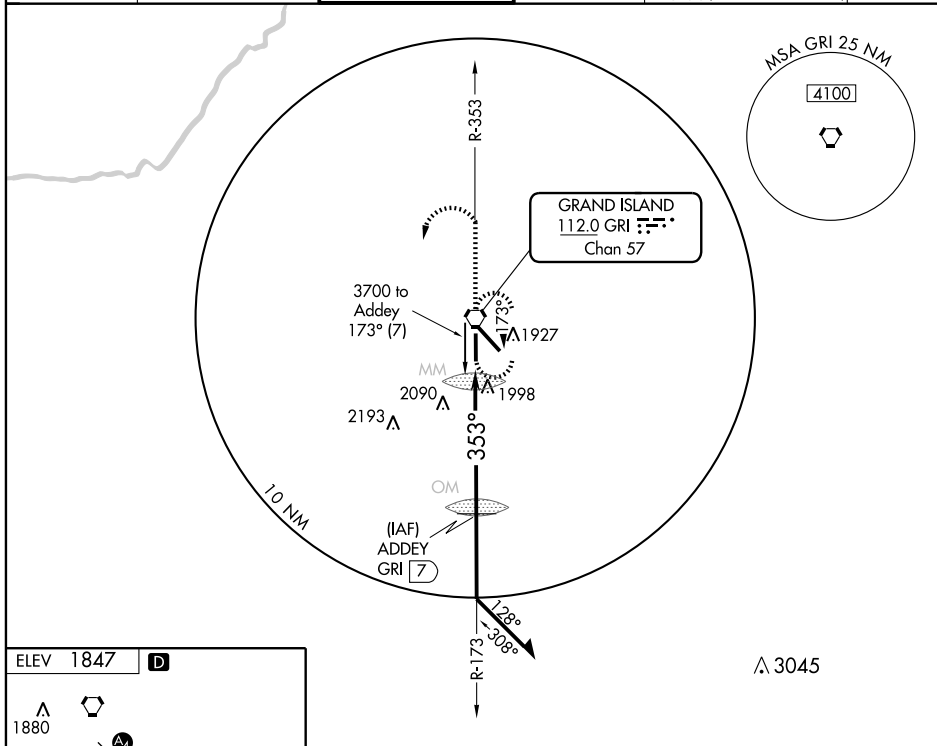
# VOR/DME RWY 35

GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)



MISSED APPROACH: Climb to 2900, then climbing left turn to 3600 direct GRI VORTAC and hold.

ATIS <b>127.4</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	GRAND ISLAND TOWER★ <b>118.2 (CTAF) 0388.2</b>	GND CON <b>121.9 388.2</b>	CLNC DEL <b>121.9</b> <b>126.05</b> (when tower closed)	UNICOM <b>122.95</b>
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	2900	3600	GRI 112.0	
			GRI 2.7	
			GRI 1.6	
			ADDEY GRI 7	Remain within 10 NM
			173°	3700
			353°	3600
			2.96°	TCH 45
			1.2	4.2 NM
CATEGORY	A	B	C	D
S-35	2260-½ 413 (500-½)		2260-¾ 413 (500-¾)	2260-1 413 (500-1)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)



VORTAC GRI <b>112.0</b> Chan <b>57</b>	APP CRS <b>173°</b>	Rwy Idg <b>7002</b> TDZE <b>1844</b> Apt Elev <b>1847</b>
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VOR RWY 17

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

Inoperative table does not apply to S-17 Cat C.

MALS

**MISSED APPROACH:** Climb to 3600, then right turn direct GRI VORTAC and hold.

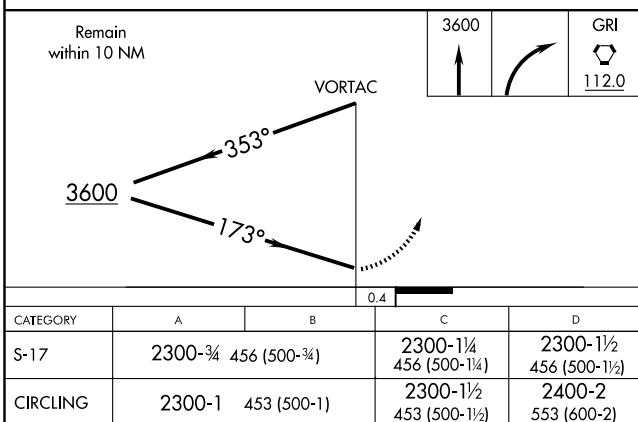
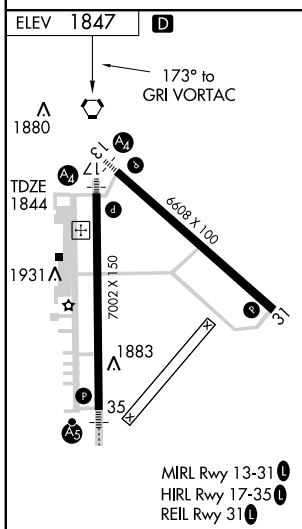
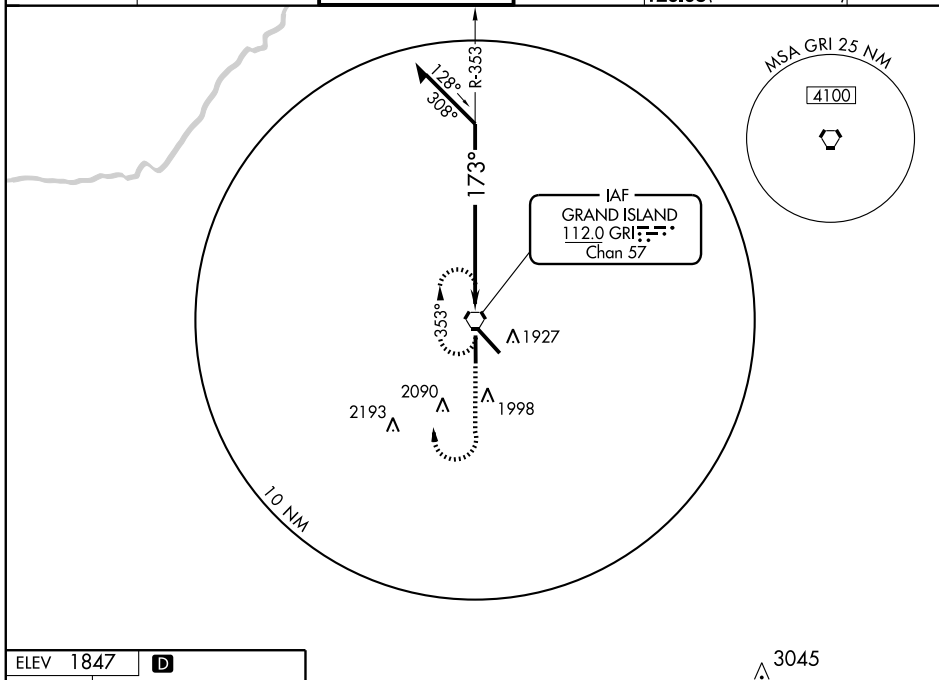
ATIS  
**127.4**

MINNEAPOLIS CENTER  
119.4 278.8

GRAND ISLAND TOWER★  
118.2 (CTAF) **L** 388.2

GND CON  
121.9 388.2

CLNC DEL	121.9
126.05 (when tower closed)	

UNICOM  
122.95



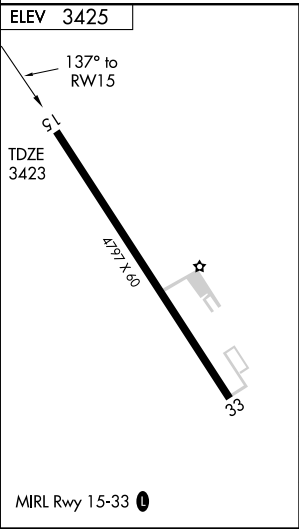
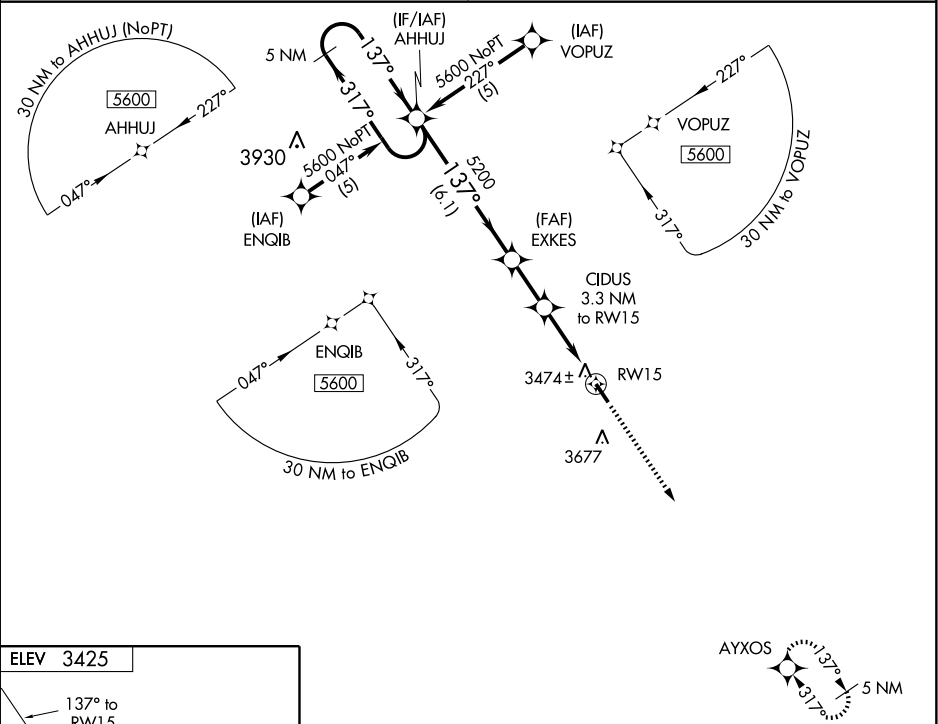


WAAS CH <b>81908</b> <b>W15A</b>	APP CRS <b>137°</b>	Rwy Idg <b>4797</b> TDZE <b>3423</b> Apt Elev <b>3425</b>
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RNAV (GPS) RWY 15  
GRANT MUNI (GGF)

 <b>NA</b>	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Ogallala altimeter setting.	MISSED APPROACH: Climb to 5600 direct AYXOS and hold.
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DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF) 0</b>
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5 NM Holding Pattern		AHHUJ	EXKES	CIDUS 3.3 NM to RW15	*LNAV only	5600 ↑	AYXOS ✦
5600 ← 317° 137° →		137°		*0.9 NM to RW15		RW15	
GS 3.00° TCH 40		5200		*4520			
		6.1 NM		2.1 NM		2.4 NM	
						0.9 NM	
CATEGORY	A	B	C	D			
LPV DA	3673-1	250 (300-1)	NA				
LNAV/ VNAV DA	3833-1½	410 (500-1½)	NA				
LNAV MDA	3740-1	317 (400-1)	NA				
CIRCLING	3900-1 475 (500-1)	3980-1 555 (600-1)	NA				



WAAS CH <b>62908</b> <b>W33A</b>	APP CRS <b>317°</b>	Rwy Idg <b>4797</b> TDZE <b>3425</b> Apt Elev <b>3425</b>
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## RNAV (GPS) RWY 33

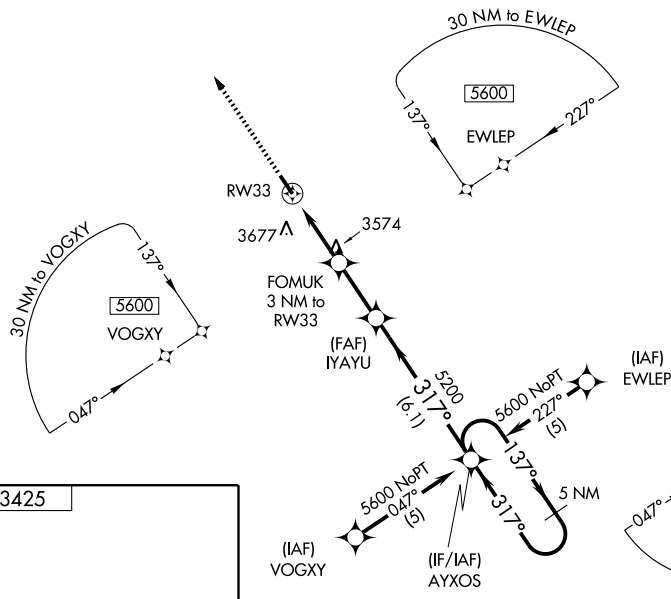
GRANT MUNI (GGF)



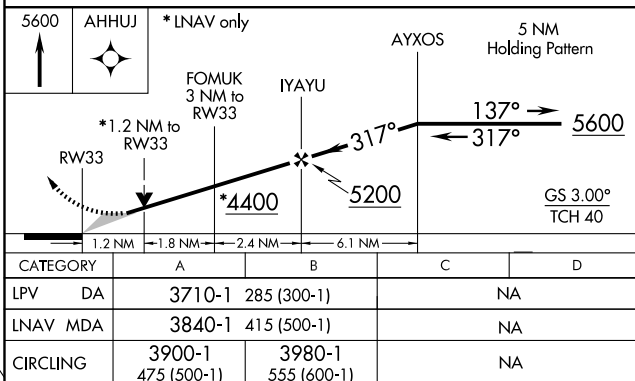
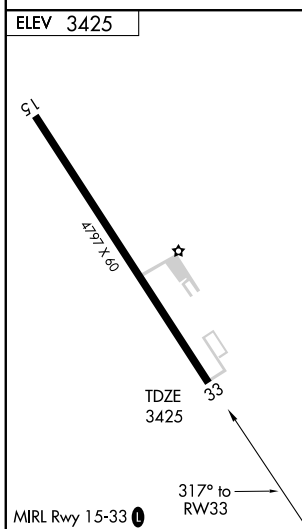
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LPV all Cats visibility ¼ mile. VDP NA when using Ogallala altimeter setting.



MISSED APPROACH: Climb to 5600  
direct AHUJ and hold.


DENVER CENTER  
132.7 397.85UNICOM  
122.8 (CTAF) **L**4057  $\Delta$ 

NC-2. 17 DEC 2009 to 14 JAN 2010



VOR/DME SAE	APP CRS	Rwy Idg	4797
110.2	162°	TDZE	3423
Chan 39		Apt Elev	3425

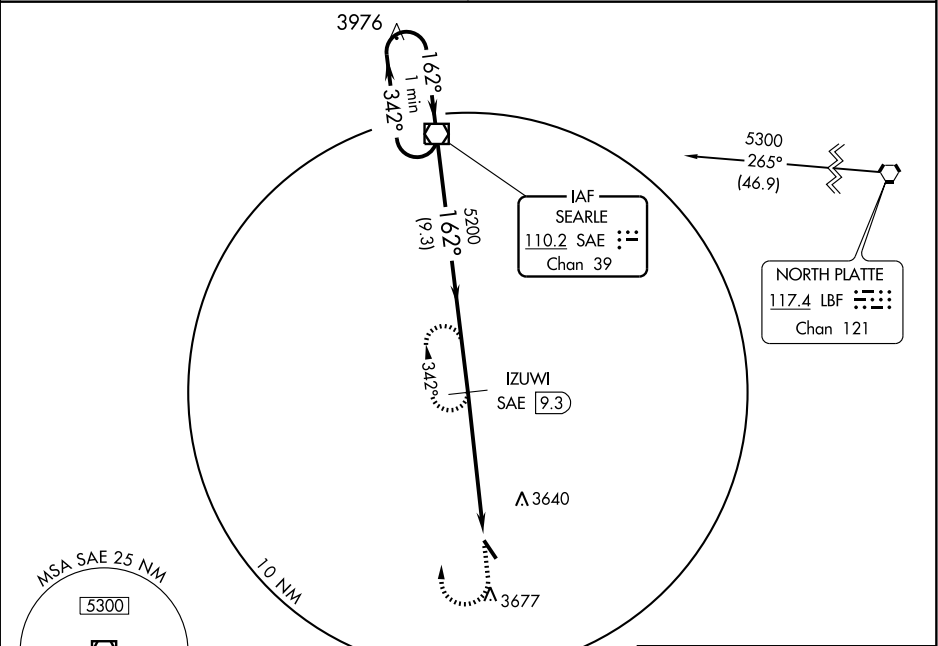
VOR/DME RWY 15  
GRANT MUNI (GGF)

  
NA

When local altimeter not received, use  
Ogallala altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing  
right turn to 5200 via R-162 to IZUWI and hold.

DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern

VOR/DME

5300 ← 342°  
162° →

IZUWI SAE 9.3

5200

3.07°  
TCH 40

SAE 14.7

9.3 NM

5.4 NM

CATEGORY	A	B	C	D
S-15	3940-1	517 (600-1)	NA	
CIRCLING	3940-1 515 (600-1)	3980-1 555 (600-1)	NA	
OGALLALA ALTIMETER SETTING MINIMUMS				
S-15	4000-1	577 (600-1)	NA	
CIRCLING	4000-1 575 (600-1)	4040-1 615 (700-1)	NA	

ELEV 3425

162° 5.4 NM from FAF

TDZE 3423

4797 X 60

33

MIRL Rwy 15-33 0

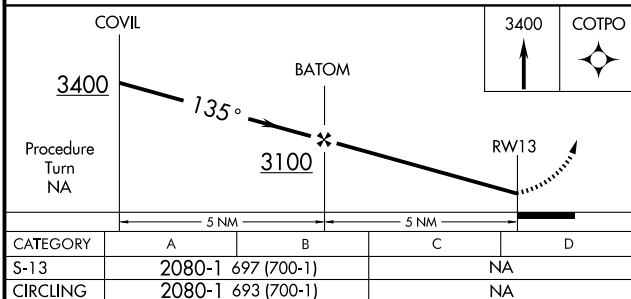
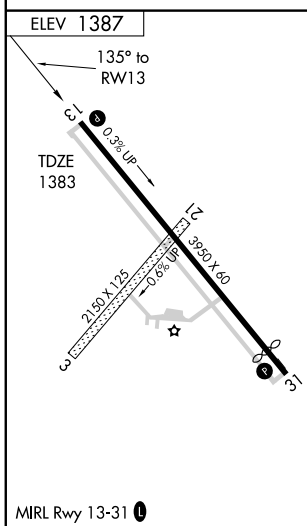
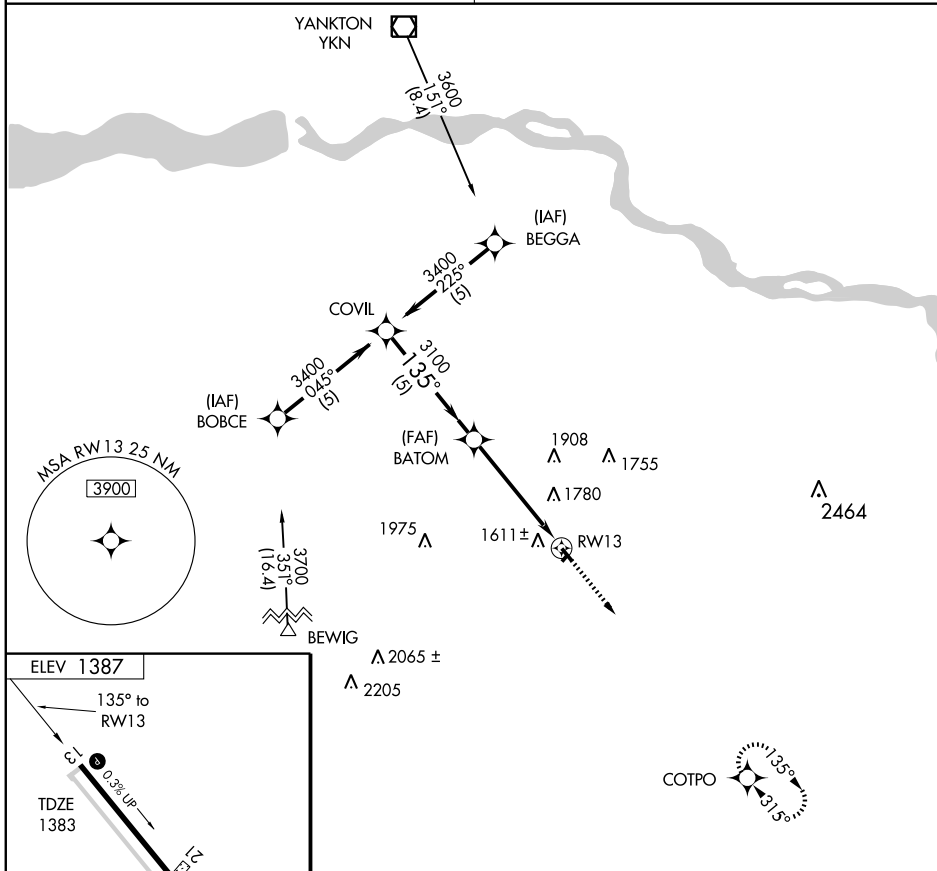
APP CRS <b>135°</b>	Rwy Idg TDZE Apt Elev	<b>3950</b> <b>1383</b> <b>1387</b>
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GPS RWY 13  
HARTINGTON MUNI (ØB4)

**A** NA Use Chan Gurney Muni, Yankton, SD altimeter setting.

**MISSED APPROACH:** Climb to 3400 direct COTPO WP and hold.

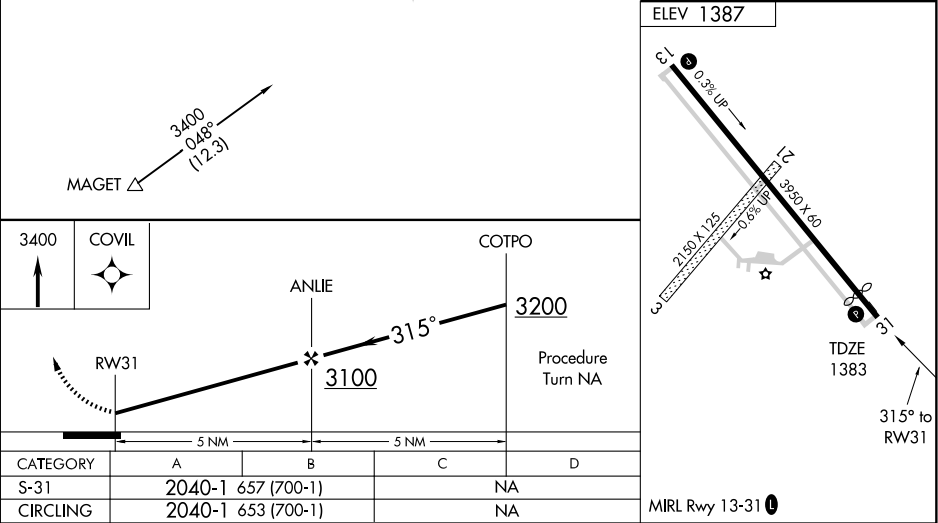
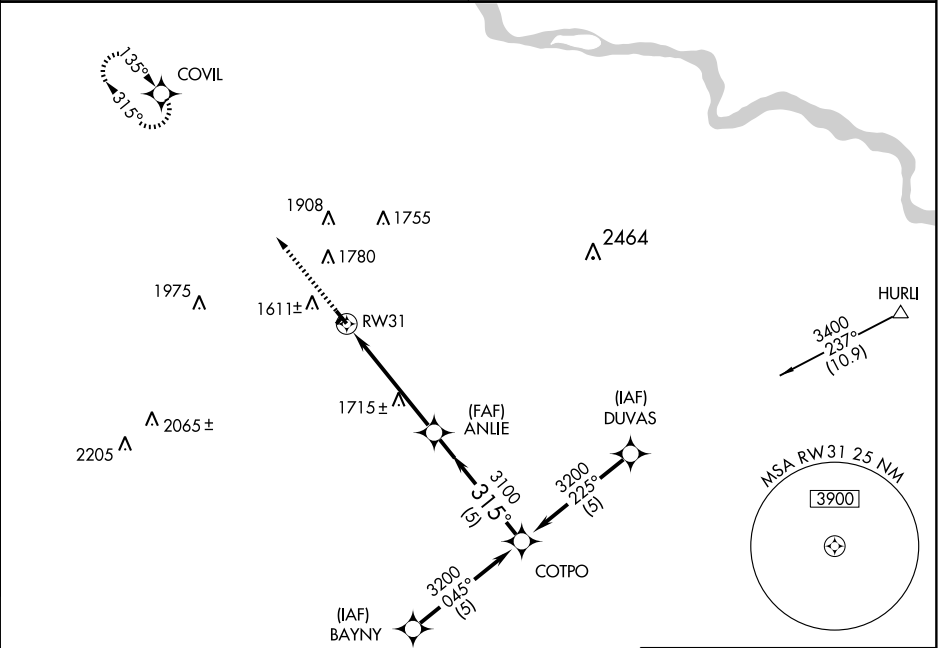
MINNEAPOLIS CENTER  
124.1 269.0

CTAF  
122.9 L

GPS RWY 31  
HARTINGTON MUNI (ØB4)

APP CRS	Rwy Idg	3550
315°	TDZE	1383
	Apt Elev	1387

▲ NA Use Chan Gurney Muni, Yankton, SD altimeter setting.	MISSED APPROACH: Climb to 3400 direct COVIL WP and hold.
MINNEAPOLIS CENTER 124.1 269.0	CTAF 122.9 0



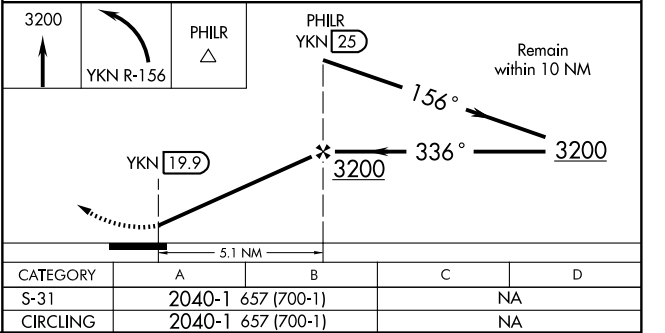
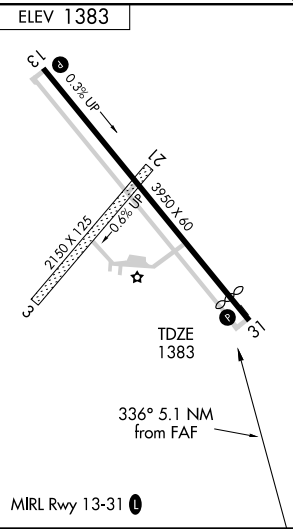
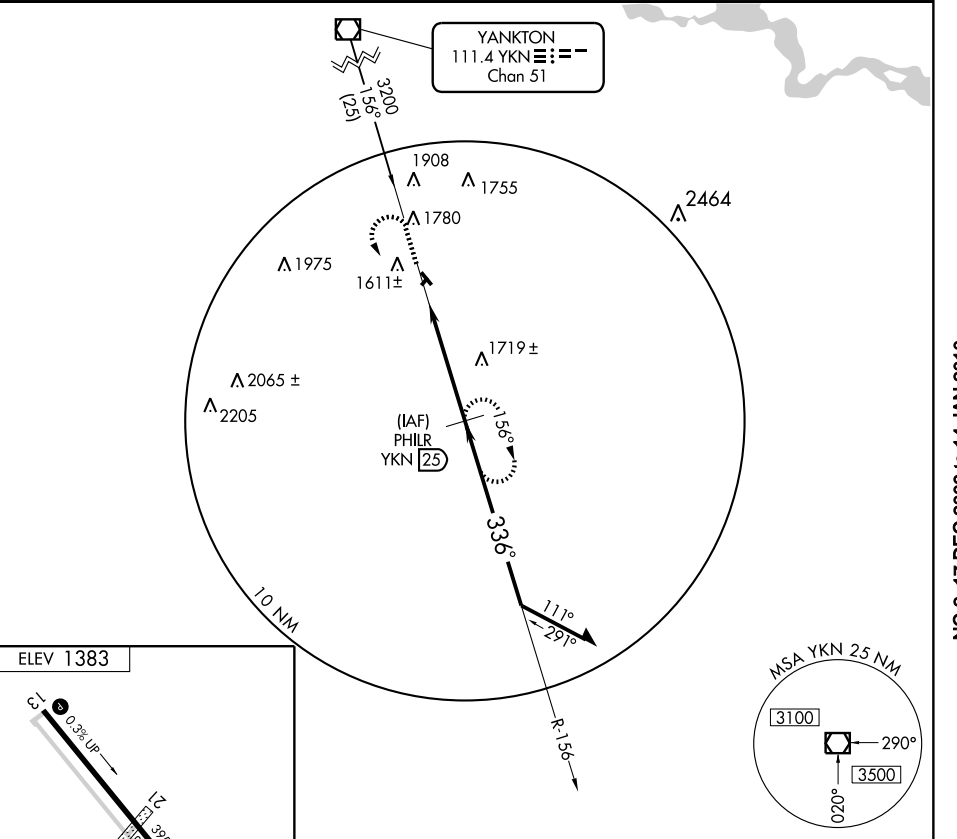
NA

Use Yankton altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn via YKN R-156 to PHILR and hold.

MINNEAPOLIS CENTER  
**124.1 269.0**

CTAF  
**122.9 0**



HSI VOR/DME  
108.8  
Chan 25

APP CRS  
353°

Rwy Idg 3745  
TDZE 1807  
Apt Elev 1813

VOR/DME RNAV or GPS RWY 35  
HARVARD STATE (Ø8K)

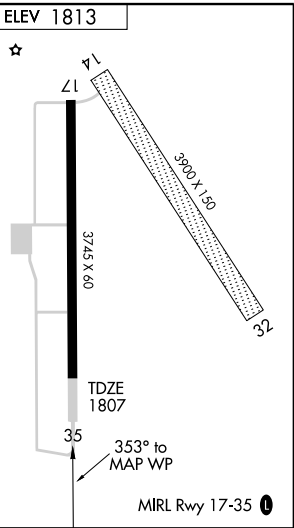
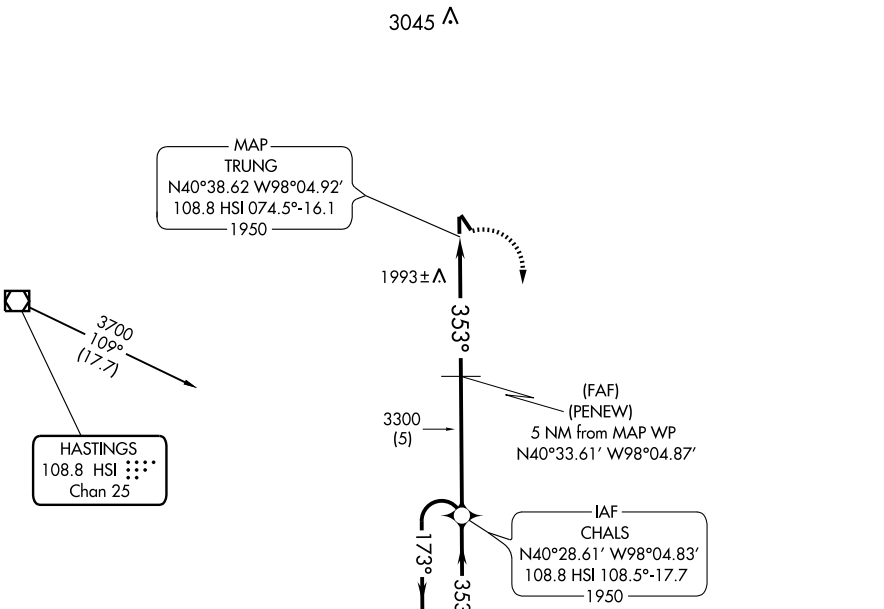
▲ NA Use Aurora altimeter setting; if not received, use Grand Island altimeter setting and increase all MDA's 20 feet.




MISSED APPROACH: Climbing right turn to 3500 direct CHALS WP and hold.

AURORA AWOS-3  
121.225

MINNEAPOLIS CENTER  
119.4 278.8

CTAF  
122.9 0



<div><div><div>3500</div><div></div></div><div><div>CHALS</div><div></div></div></div> <div><div><div>(PENEW) 5 NM from MAP WP</div><div>CHALS</div><div>4 NM Holding Pattern</div></div><div><div>TRUNG MAP WP</div><div></div><div><div>353°</div><div><div>173° →</div><div>← 353°</div><div>3500</div></div></div><div><div>3300</div><div><div>5 NM</div><div>5 NM</div></div></div></div></div>				
CATEGORY	A	B	C	D
S-35	2280-1	473 (500-1)	NA	
CIRCLING	2280-1	467 (500-1)	NA	



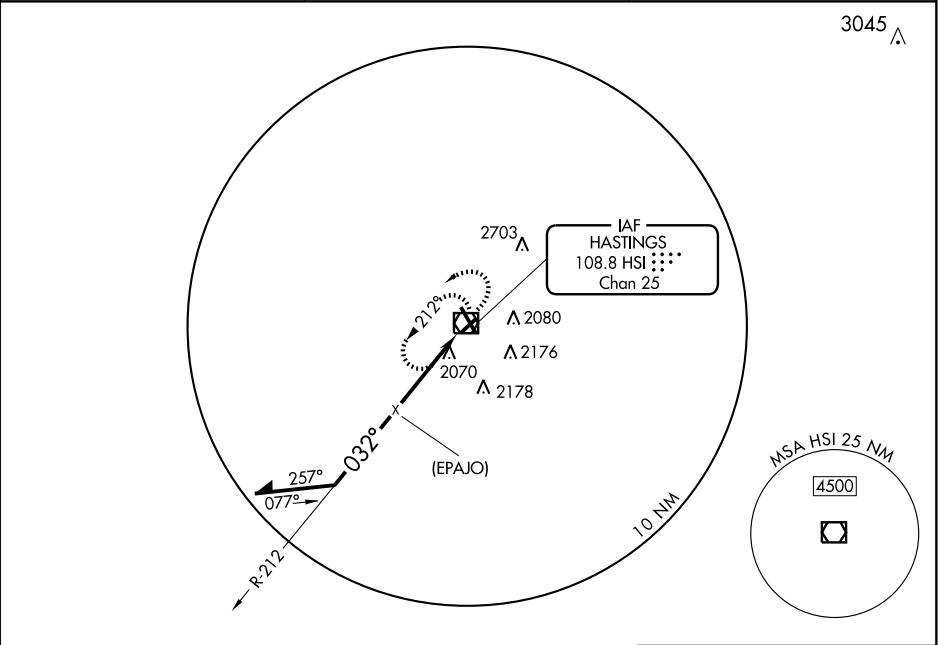
VOR/DME HSI 108.8 Chan 25	APP CRS <b>032°</b>	Rwy Idg TDZE Apt Elev <b>4501</b> <b>1944</b> <b>1961</b>
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VOR or GPS RWY 4  
HASTINGS MUNI (HSI)

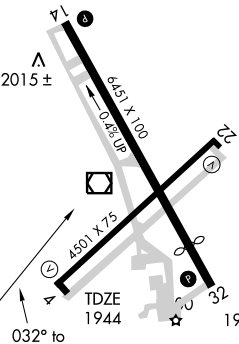


MISSED APPROACH: Climbing left turn to 3700 via heading 210° then direct HSI VOR/DME and hold.

ASOS <b>120,525</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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


ELEV 1961 



3700

HDG 210°

HSI  108.8

Remain within 10 NM

VOR/DME

212°



3700

032°

(EPAJO)

4 NM

CATEGORY	A	B	C	D
S-4	2540-1 596 (600-1)		2540-1½ 596 (600-1½)	2540-1¾ 596 (600-1¾)
CIRCLING	2540-1 579 (600-1)		2540-1 ½ 579 (600-1½)	2540-2 579 (600-2)

MIRL Rwy 4-22 and 14-32   
REIL Rwy 14 and 32 



VOR/DME HSI <b>108.8</b> Chan <b>25</b>	APP CRS <b>310°</b>	Rwy Idg <b>5501</b> TDZE <b>1945</b> Apt Elev <b>1961</b>
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VOR or GPS RWY 32

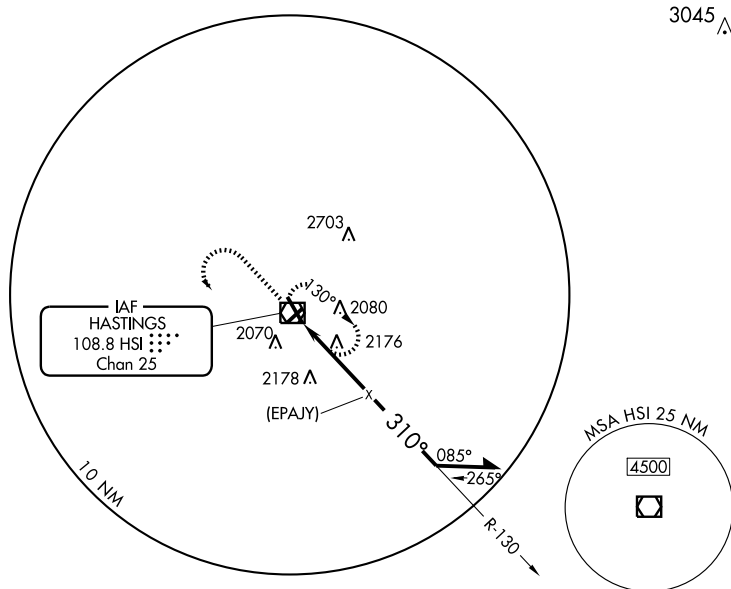
HASTINGS MUNI (HSI)



**MISSED APPROACH:** Climb to 3700 then left turn direct HSI VOR/DME and hold.

ASOS  
**120.525**

MINNEAPOLIS CENTER  
119.4 278.8

UNICOM  
122.8 (CTAF) **L**

NC-2. 17 DEC 2009 to 14 JAN 2010

3700



HSI

1088

VOR/DME

Remain  
within 10 NM

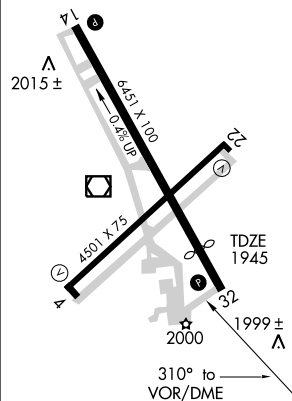
130°.  
(EPAJY)

3700

$$M \longrightarrow$$

CATEGORY	A	B	C	D
S-32	2540-1	595 (600-1)	2540-1½ 595 (600-1½)	2540-1¾ 595 (600-1¾)
CIRCLING	2540-1	579 (600-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

ELEV 1961



MIRL Rwy 4-22 and 14-32 **L**  
REIL Rwy 14 and 32 **L**

VOR/DME HSI <b>108.8</b> Chan <b>25</b>	APP CRS <b>151°</b>	Rwy Idg <b>6451</b> TDZE <b>1961</b> Apt Elev <b>1961</b>
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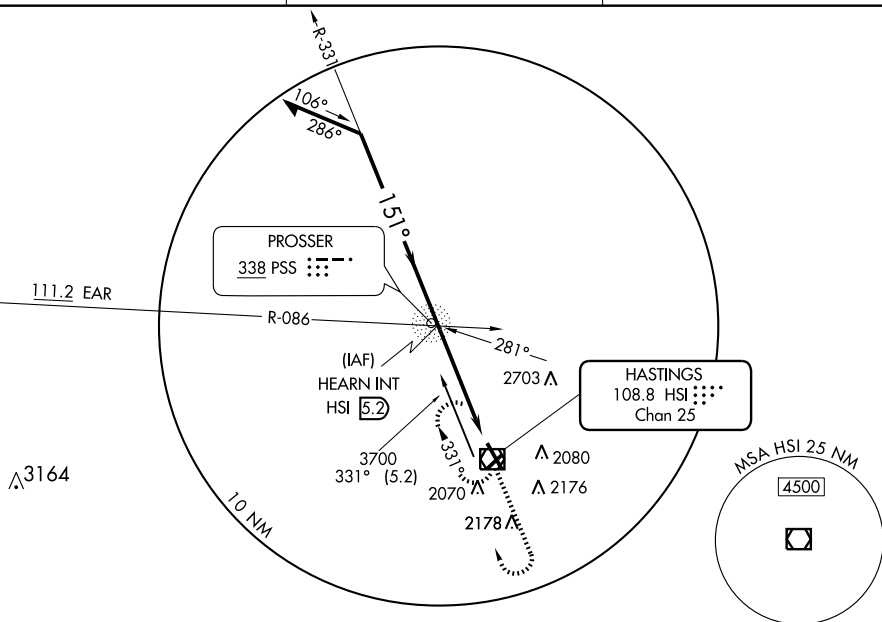
VOR RWY 14  
HASTINGS MUNI (HSI)



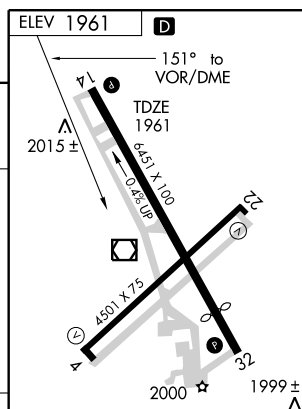
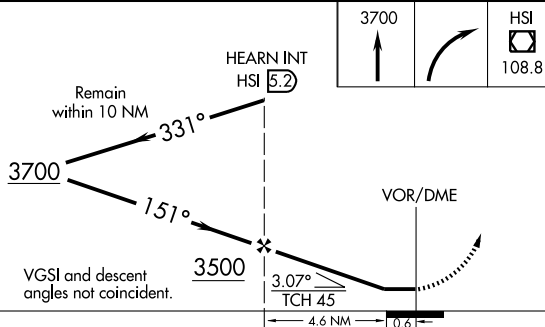
**MISSED APPROACH:** Climb to 3700 then right turn direct HSI VOR/DME and hold.

ASOS  
**120.525**

MINNEAPOLIS CENTER  
119.4 278.8

UNICOM  
122.8 (CTAF) **L**

NC-2. 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
S-14	2360-1 399 (400-1)			2360-1¼ 399 (400-1¼)
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

MIRL Rwy 4-22 and 14-32 **L**  
REIL Rwy 14 and 32 **L**

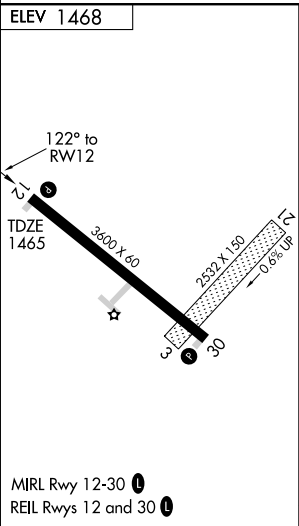
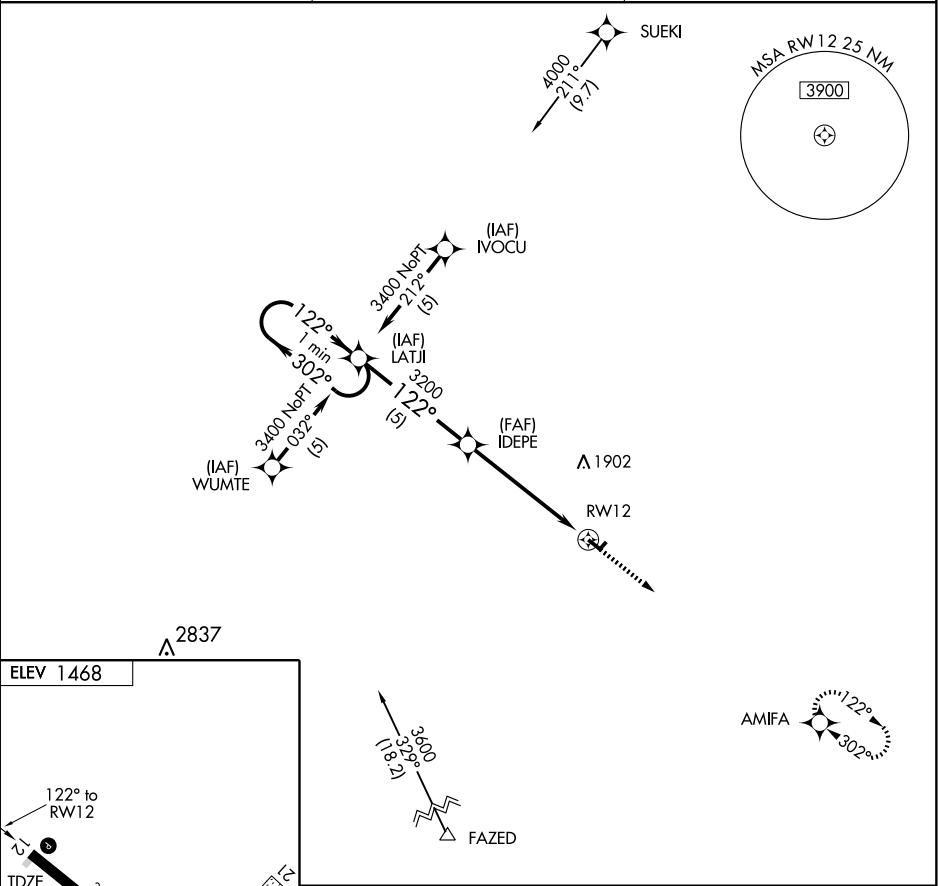
APP CRS <b>122°</b>	Rwy Idg <b>3600</b> TDZE <b>1465</b> Apt Elev <b>1468</b>
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GPS RWY 12  
HEBRON MUNI (HJH)

Use Beatrice altimeter setting.

MISSED APPROACH: Climb to 3400 direct AMIFA WP and hold.

AWOS-3 <b>118.525</b>	MINNEAPOLIS CENTER <b>126.4 317.7</b>	CTAF <b>122.9 0</b>
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One Minute Holding Pattern				3400	AMIFA
				↑	✱
LATJI				122°	
IDEPE				3200	
RW12					
				5 NM	5.5 NM
CATEGORY	A	B	C	D	
S-12	2080-1	615 (700-1)	NA		
CIRCLING	2100-1	632 (700-1)	NA		

APP CRS  
302°

Rwy Idg	<b>3600</b>
TDZE	<b>1466</b>
Apt Elev	<b>1468</b>

GPS RWY 30  
HEBRON MUNI (HJH)

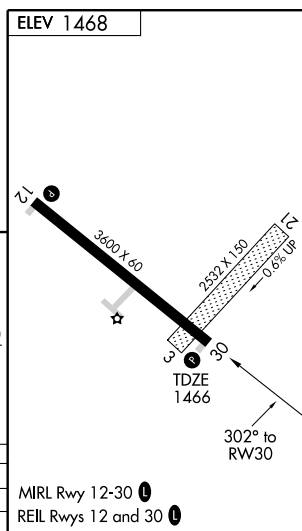
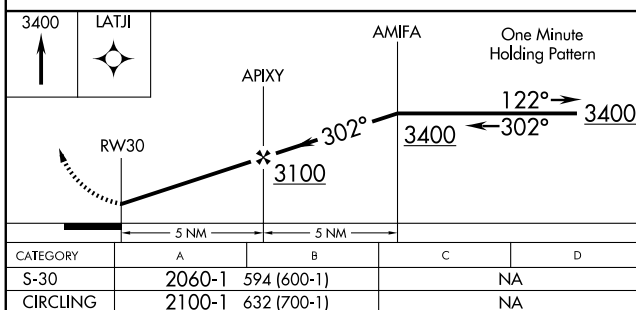
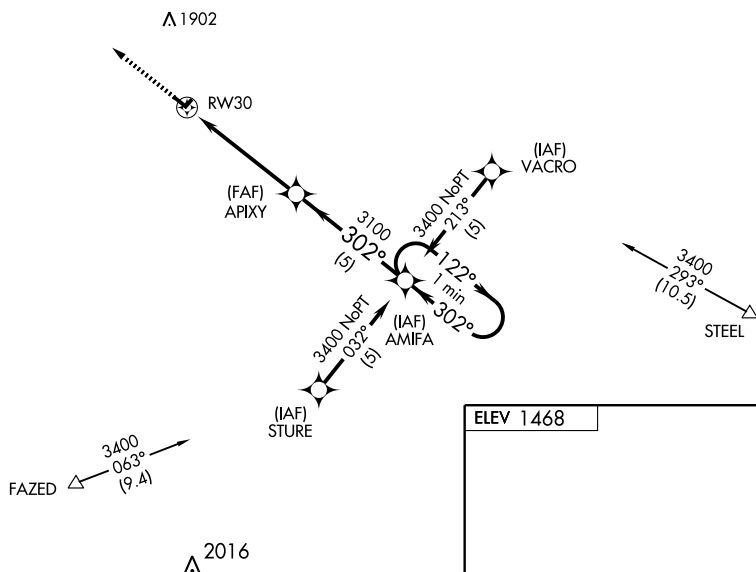
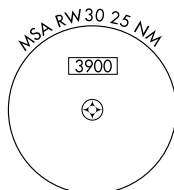
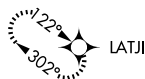


Use Beatrice altimeter setting.

**MISSED APPROACH:** Climb to 3400 direct LATJI WP and hold.

AWOS-3  
118.525

MINNEAPOLIS CENTER  
126.4 317.7

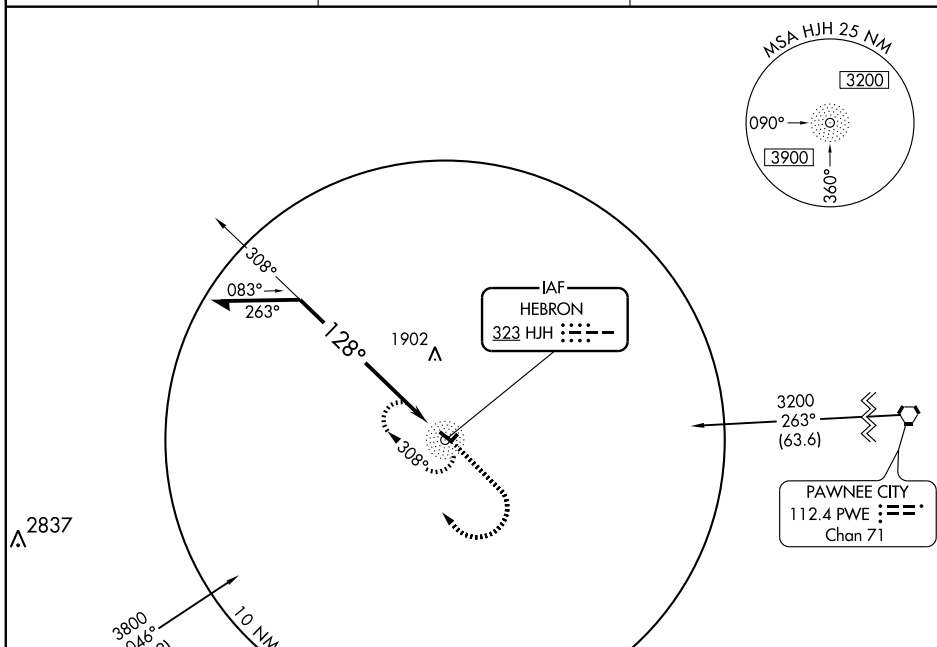
CTAF  
122.9 **L**

Rwy Idg	<b>3600</b>
TDZE	<b>1465</b>
Apt Elev	<b>1468</b>

NDB RWY 12  
HEBRON MUNI (HJH)



**MISSED APPROACH:** Climb to 3200 then right turn direct HJH NDB and hold.

CTAF  
122.9 **L**

NC-2. 17 DEC 2009 to 14 JAN 2010

2837

MANKATO  
109.8 TKO   
Chan 35

ELEV 1468

TDZE  
1465

3200

HJH  
  
323

CATEGORY	A	B	C	D
S-12	2200-1	735 (800-1)		NA
CIRCLING	2200-1	732 (800-1)		NA

MIRL Rwy 12-30 **L**  
REIL Rwy 12 and 30 **L**

NDB HDE <b>396</b>	APP CRS <b>187°</b>	Rwy Idg TDZE Apt Elev	<b>4701</b> <b>2309</b> <b>2310</b>
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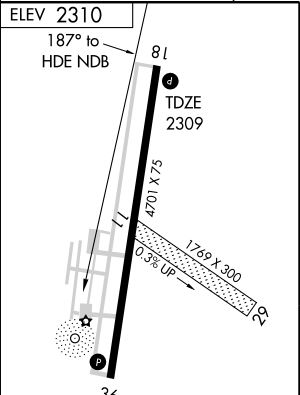
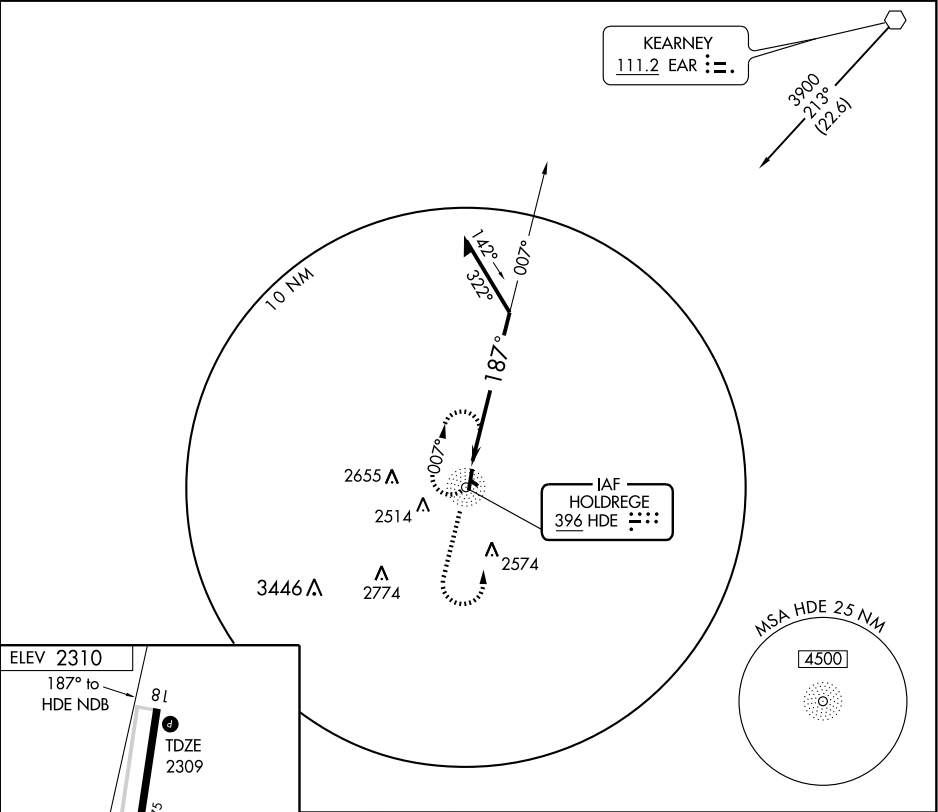
NDB RWY 18  
HOLDREGE/BREWSTER FIELD (HDE)

▼

▲ NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 3900 direct HDE NDB and hold.

AWOS-3 <b>121.325</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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REIL Rwy 18 and 36 1					
MIRL Rwy 18-36 1					
Knots	60	90	120	150	180
Min:Sec					

3000		3900	HDE 396	NDB		007°	187°	3900	Remain within 10 NM
CATEGORY		A	B	C	D				
S-18		2800-1	491 (500-1)	2800-1¼ 491 (500-1¼)	2800-1½ 491 (500-1½)				
CIRCLING		2840-1	530 (600-1)	2840-1½ 530 (600-1½)	2880-2 570 (600-2)				

WAAS CH <b>73002</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>4701</b> <b>2309</b> <b>2313</b>
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RNAV (GPS) RWY 18

HOLDREDGE/BREWSTER FIELD (HDE)

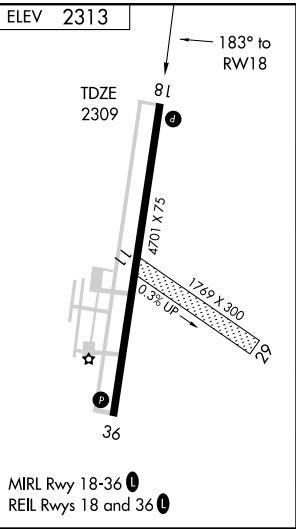
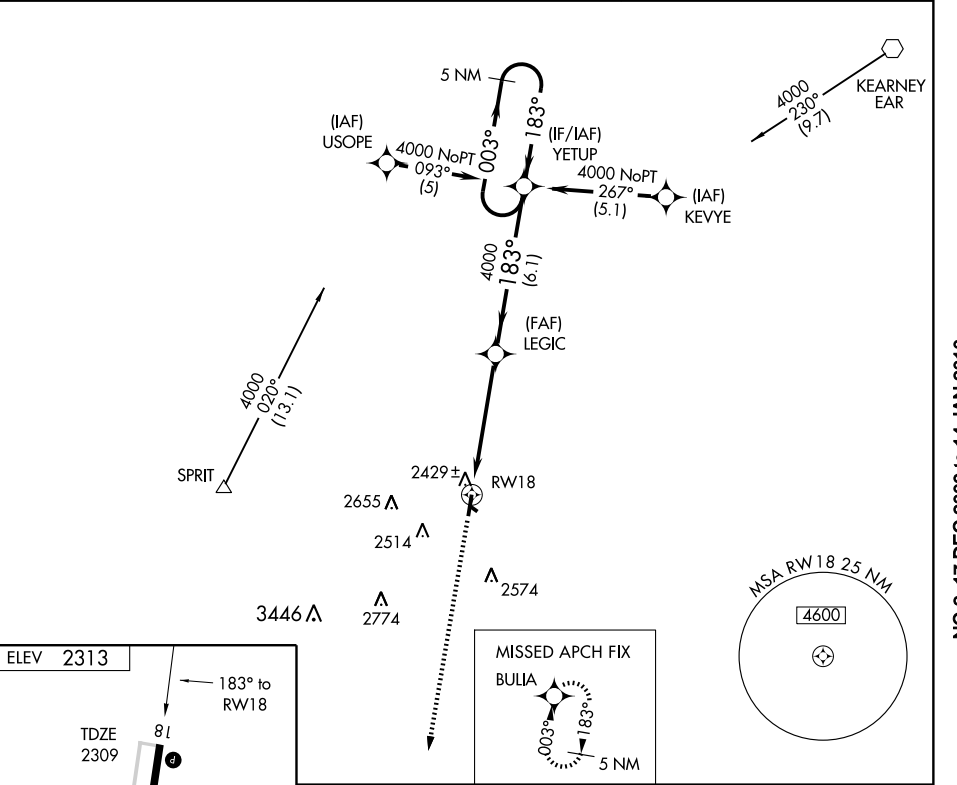
▼

▲

If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP NA when using Kearney altimeter setting.

MISSED APPROACH: Climb to 3900 direct BULIA and hold.

AWOS-3 <b>121.325</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8</b> (CTAF) <b>1</b>
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	3900	BULIA	LEGIC	YETUP	5 NM Holding Pattern
	* LNAV only	* 1.1 NM to RW18	183°	003°	4000
		RW18	4000	183°	GS 3.00° TCH 40
	1.1	4.0 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV DA	2559-1 250 (300-1)				
LNAV MDA	2680-1 371 (400-1)			2680-1¼ 371 (400-1¼)	
CIRCLING	2840-1 527 (600-1)		2840-1½ 527 (600-1½)		2880-2 567 (600-2)

NC-2, 17 DEC 2009 to 14 JAN 2010

WAAS CH <b>69301</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg <b>4701</b> TDZE <b>2309</b> Apt Elev <b>2313</b>
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RNAV (GPS) RWY 36  
HOLDREGE/BREWSTER FIELD (HDE)

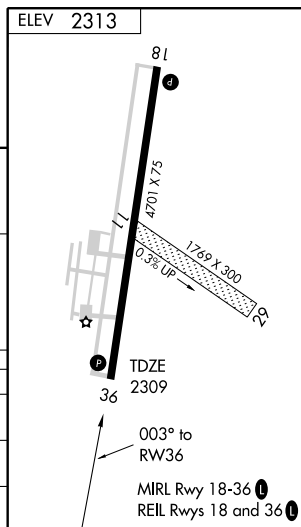
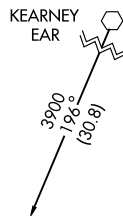
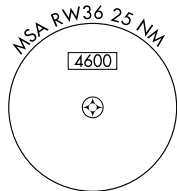
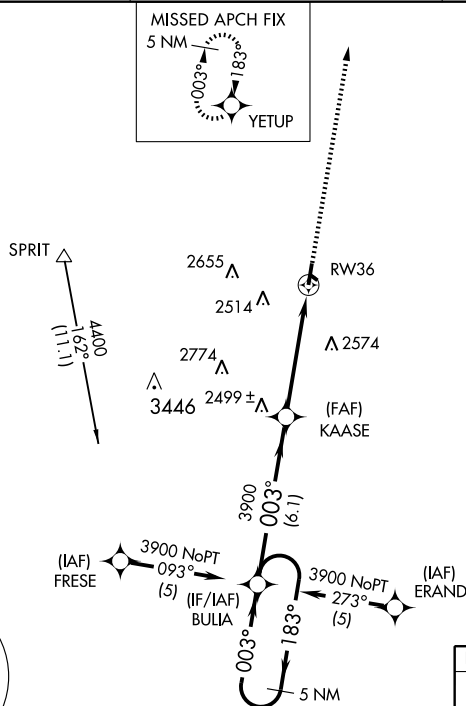
**T** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Kearney altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct YETUP and hold.

AWOS-3  
121.325

DENVER CENTER  
132.7 397.85

UNICOM  
122.8 (CTAF) **L**

5 NM  
Holding Pattern

BULIA

KAASE

4000

YETUP

3900 ← 183°  
003° → 003°  
GS 3.00°

\*1.3 NM to \* LNAV only

RW36

A schematic diagram of a lipid bilayer cross-section. A horizontal line represents the membrane surface. Below it, a vertical line indicates a channel. A double-headed arrow below the channel is labeled "6.1 nm", indicating the width of the channel.

— 3.5 NM —→

3

CATEGORY

---

LPV DA

A	B	C
	2559-1	250 (300-1)

LNAV MDA

2760-1 451 (500-1)

2760-1¼ 451 (500-1¼)	2760-1½ 451 (500-1½)
2840-1¼	2880-2

2760-1½
451 (500-1½)
2890-2

## CIRCLING

2840-1 527 (600-1)

2840-1½	2880-2
527 (600-1½)	567 (600-2)

2880-2  
567 (600-2)



VOR/DME-A

HOLDREGE/BREWSTER FIELD (HDE)

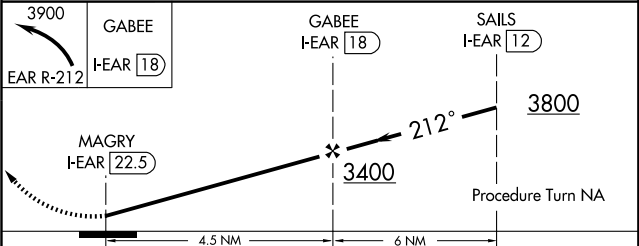
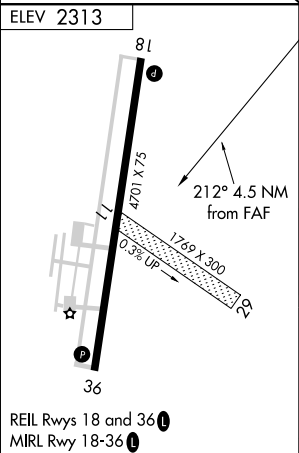
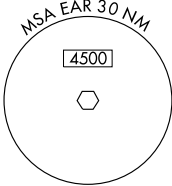
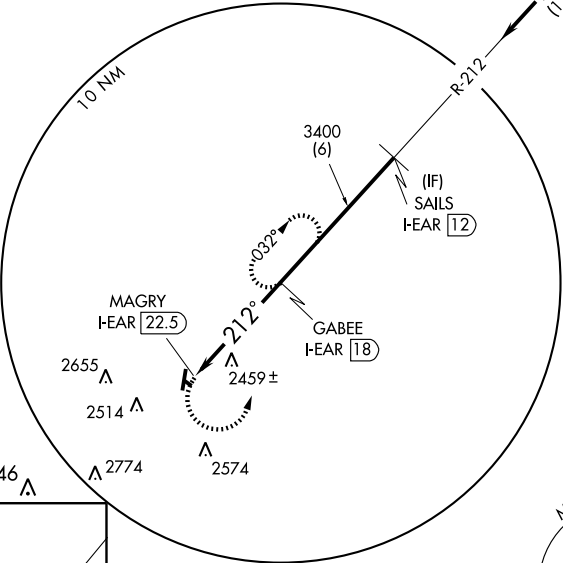
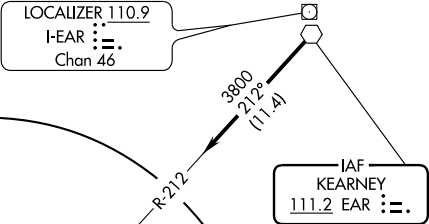
VOR EAR <b>111.2</b>	APP CRS <b>212°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>2313</b>
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**▽** If local altimeter setting not received, use Kearney altimeter setting and increase all MDAs 80 feet. Simultaneous reception of I-**EAR** DME and **EAR** VOR required.

**MISSED APPROACH:** Climbing left turn to 3900 via **EAR** VOR R-212 to **GABEE** I-**EAR** 18 DME and hold.

AWOS-3 <b>121.325</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF)</b>
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Procedure NA for arrivals on **EAR** VOR airway radials 227.



		CATEGORY		A	B	C	D
Knots		CIRCLING		3100-1 787 (800-1)	3100-1¼ 787 (800-1¼)	3100-2¼ 787 (800-2¼)	3100-2½ 787 (800-2½)
Min:Sec							

NA

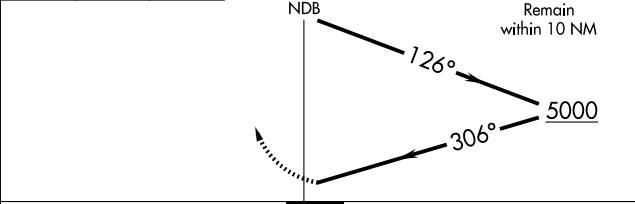
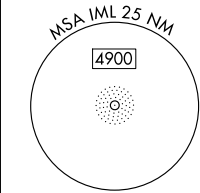
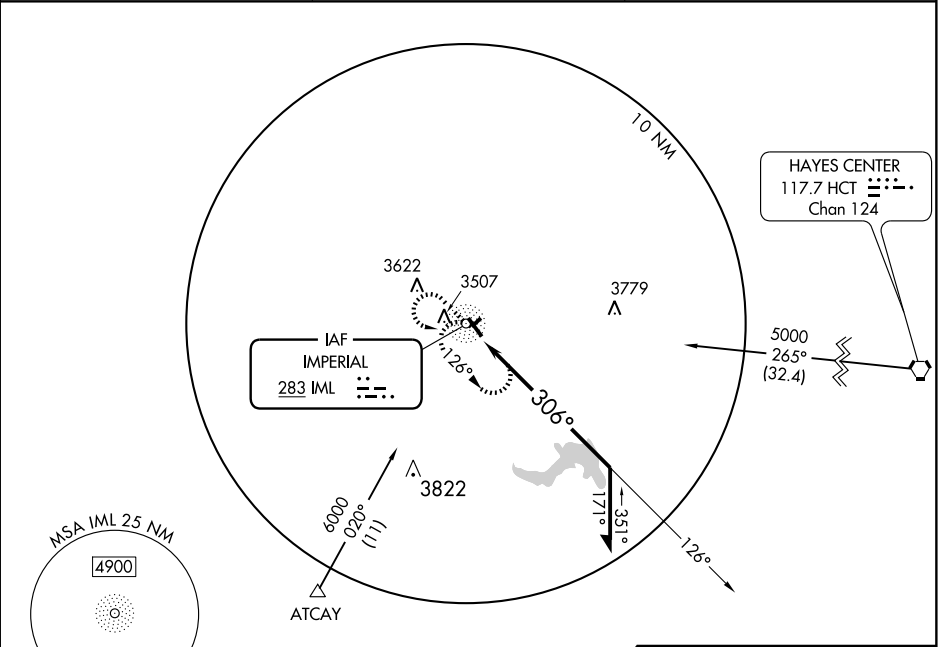
If local altimeter setting not received,  
use Ogallala altimeter setting.

MISSED APPROACH: Climb to 5000 then left turn direct  
IML NDB and hold.

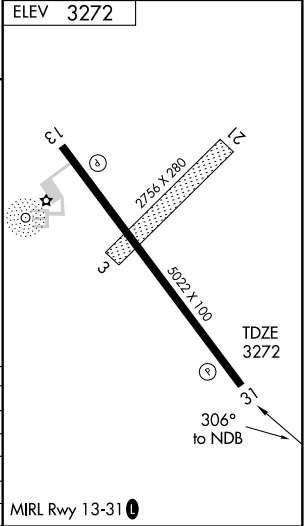
ASOS  
**124.175**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
S-31	3900-1	628 (700-1)		NA
CIRCLING	3900-1	628 (700-1)		NA
OGALLALA ALTIMETER SETTING MINIMUMS				
S-31	4000-1	728 (800-1)		NA
CIRCLING	4000-1	728 (700-1)		NA



MIRL Rwy 13-31

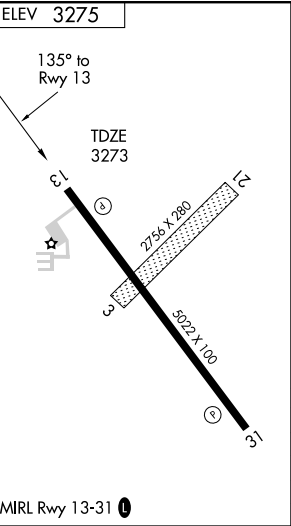
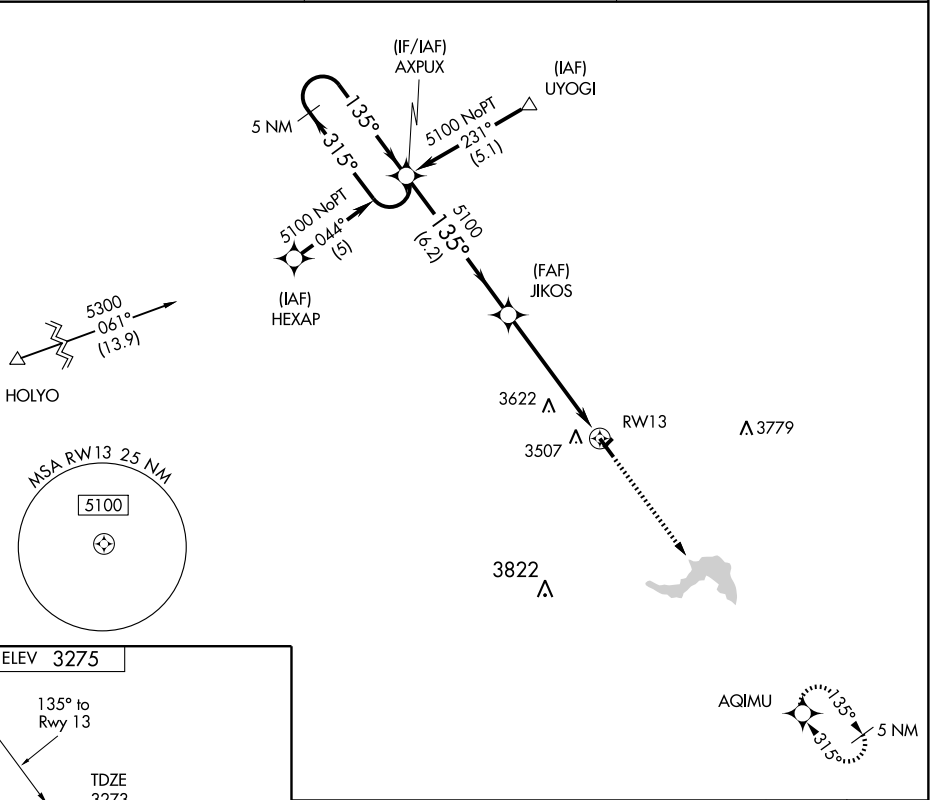
WAAS CH <b>66003</b> <b>W13A</b>	APP CRS <b>135°</b>	Rwy Idg <b>5022</b> TDZE <b>3273</b> Apt Elev <b>3275</b>
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RNAV (GPS) RWY 13  
IMPERIAL MUNI (IML)

**▼** For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP and BARO-VNAV NA when using Ogallala altimeter setting.

**MISSED APPROACH:**  
Climb to 5000 direct AQIMU and hold.

ASOS <b>124.175</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF) ①</b>
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5 NM Holding Pattern				5000 ↑	AQIMU ✦
				* 1.6 NM to RW13 * LNAV only.	
GS 3.00° TCH 41					
CATEGORY	A	B	C	D	
LPV DA	3548-1	275 (300-1)	NA		
LNAV/VNAV DA	3752-1 <sup>3</sup> / <sub>4</sub>	479 (500-1 <sup>3</sup> / <sub>4</sub> )	NA		
LNAV MDA	3820-1	547 (600-1)	NA		
CIRCLING	3860-1	585 (600-1)	NA		

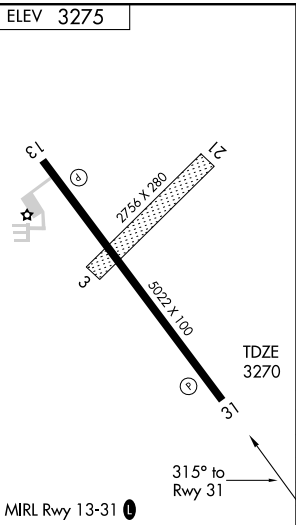
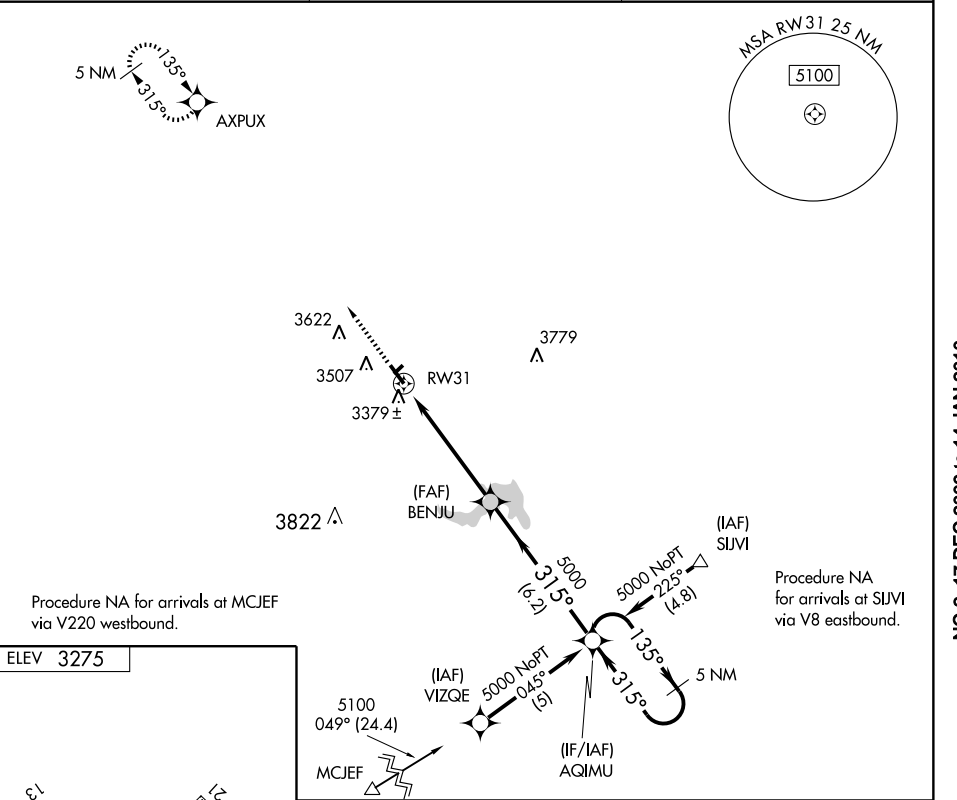
▼

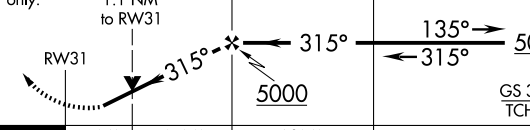
BARO-VNAV NA when using Ogallala altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP NA when using Ogallala altimeter setting.

▲

MISSED APPROACH: Climb to 5100 direct AXPUX and hold.

ASOS 124.175	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) 0
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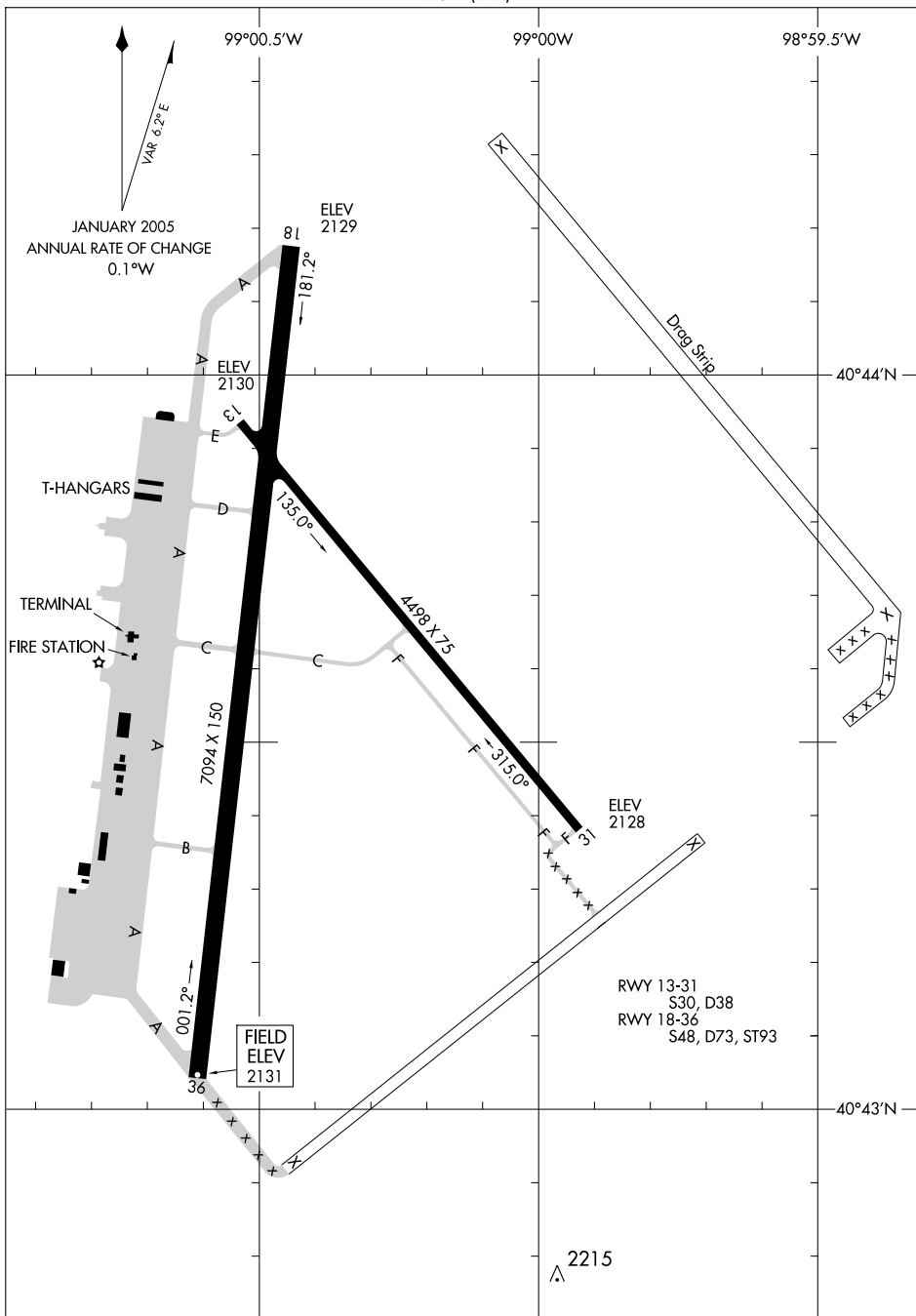


5100 ↑	AXPUX ✦	5 NM Holding Pattern		
* LNAV only.	* 1.1 NM to RW31	BENJU	AQIMU	
				
CATEGORY	A	B	C	D
LPV DA	3520-1	250 (300-1)		NA
LNAV/VNAV DA	3649-1¼	379 (400-1¼)		NA
LNAV MDA	3640-1	370 (400-1)		NA
CIRCLING	3860-1	585 (600-1)		NA

NC- 17 DEC 2009 to 14 JAN 2010

## AIRPORT DIAGRAM



AL-541 (FAA)

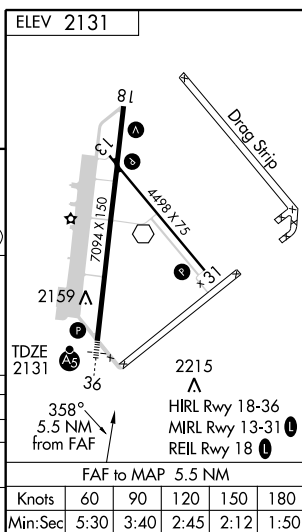
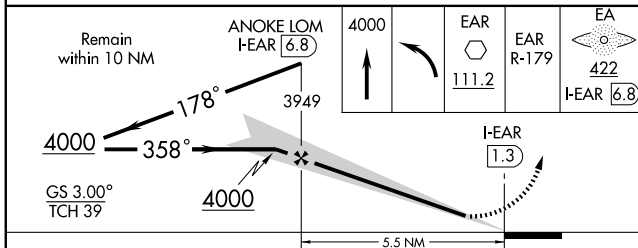
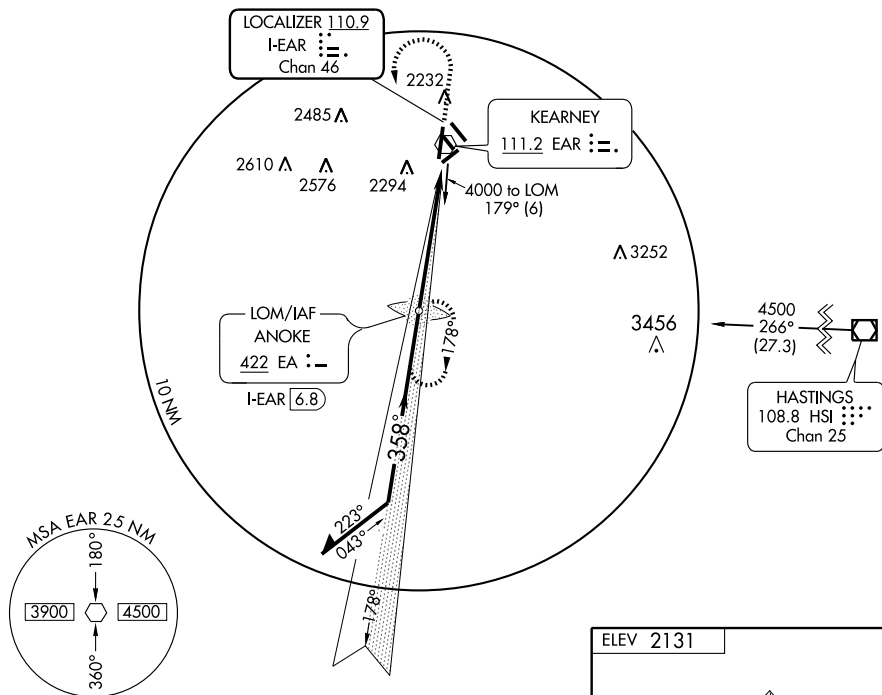
KEARNEY RGNL (EAR)  
KEARNEY, NEBRASKA

NC-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I- <b>EAR</b> <b>110.9</b> Chan <b>46</b>	APP CRS <b>358°</b>	Rwy Idg <b>7094</b> TDZE <b>2131</b> Apt Elev <b>2131</b>
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ILS RWY 36  
KEARNEY RGNL (EAR)

 NA		MALSR 	MISSED APPROACH: Climb to 4000 then left turn direct EAR VOR, then via EAR R-179 to ANOKE LOM/INT/FEAR 6.8 DME and hold.
AWOS-3 <b>123.875</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>123.0 (CTAF) 0</b>	



LOM ANOKE <b>422</b> EA	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>7094</b> <b>2131</b> <b>2131</b>
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NDB RWY 36  
KEARNEY RGNL (EAR)

**T**

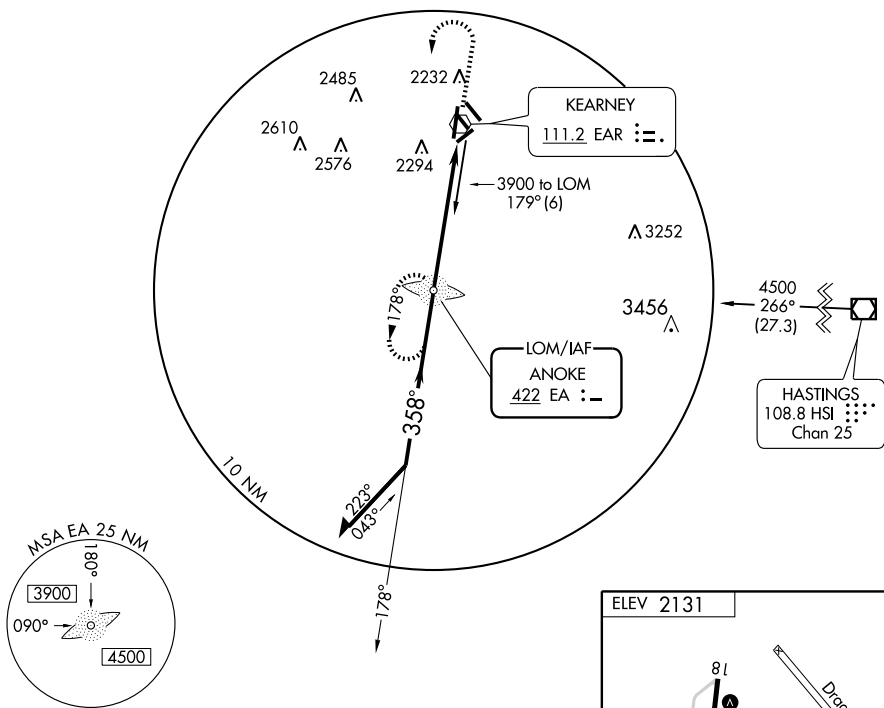
A NA

MALSR

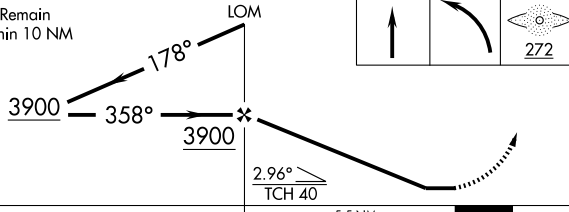


**MISSED APPROACH:** Climb to 3900 then left turn direct EA LOM and hold.

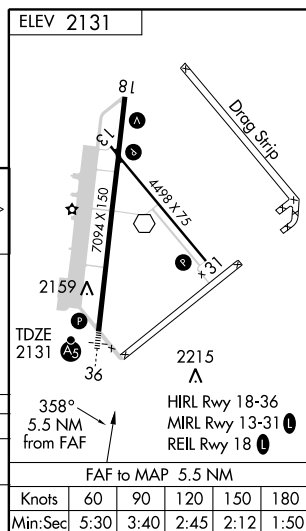
AWOS-3 <b>123.875</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
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Remain  
within 10 NM



CATEGORY	A	B	C	D
S-36	2600- $\frac{3}{4}$	469 (500- $\frac{3}{4}$ )		2600-1 $\frac{1}{4}$ 469 (500-1 $\frac{1}{4}$ )
CIRCLING	2600-1	469 (500-1)	2600-1 $\frac{1}{2}$ 469 (500-1 $\frac{1}{2}$ )	2700-2 569 (600-2)



WAAS CH <b>86213</b> <b>W18A</b>	APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev	<b>7094</b> <b>2131</b> <b>2131</b>
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# RNAV (GPS) RWY 18

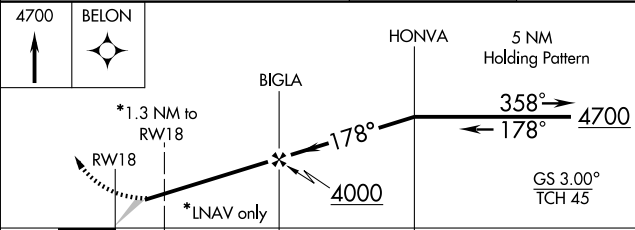
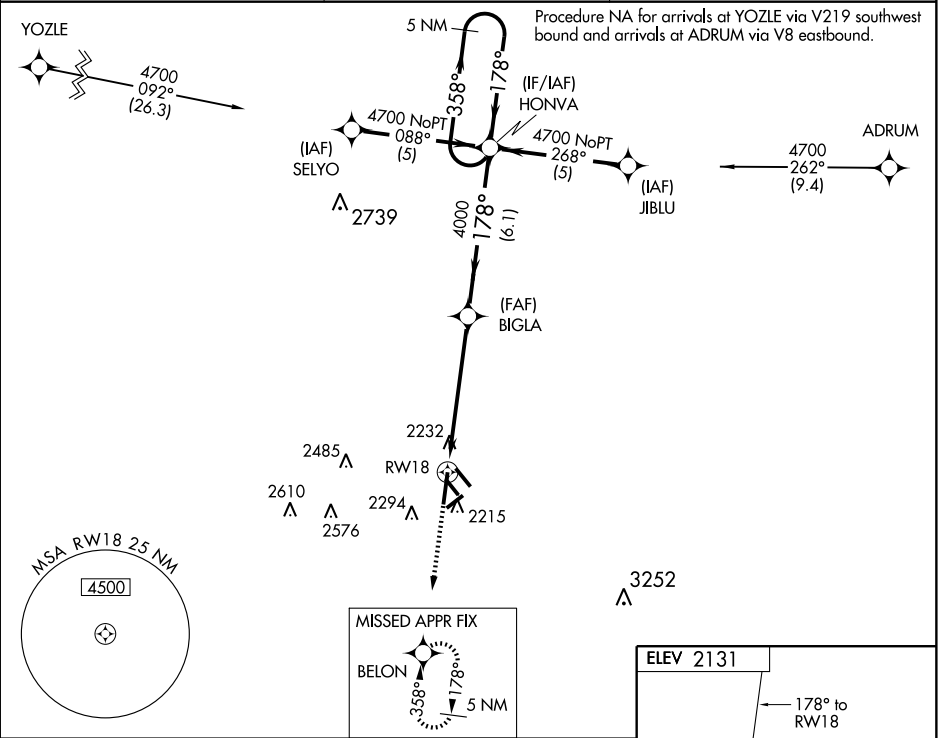
KEARNEY RGNL (EAR)

**T** BARO-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet.

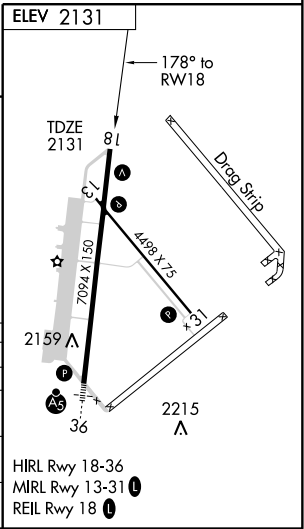
**A** BARO-VNAV and VDP NA when using Brewster Field altimeter setting.

MISSED APPROACH: Climb to 4700 direct BELON and hold.

AWOS-3 <b>123.875</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LPV DA		2470-1¼	339 (400-1¼)	
LNAV/VNAV DA		2520-1½	389 (400-1½)	
LNAV MDA	2600-1	469 (500-1)	2600-1¼ 469 (500-1¼)	2600-1½ 469 (500-1½)
CIRCLING		2600-1½	469 (500-1½)	2700-2 569 (600-2)






WAAS CH <b>90113</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>7094</b> <b>2131</b> <b>2131</b>
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# RNAV (GPS) RWY 36

KEARNEY RGNL (EAR)

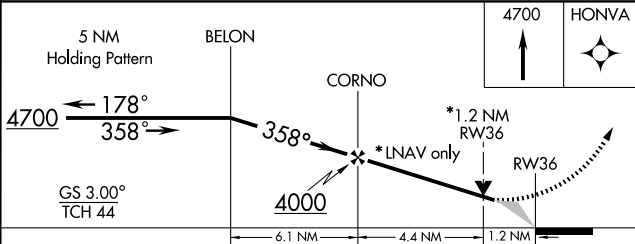
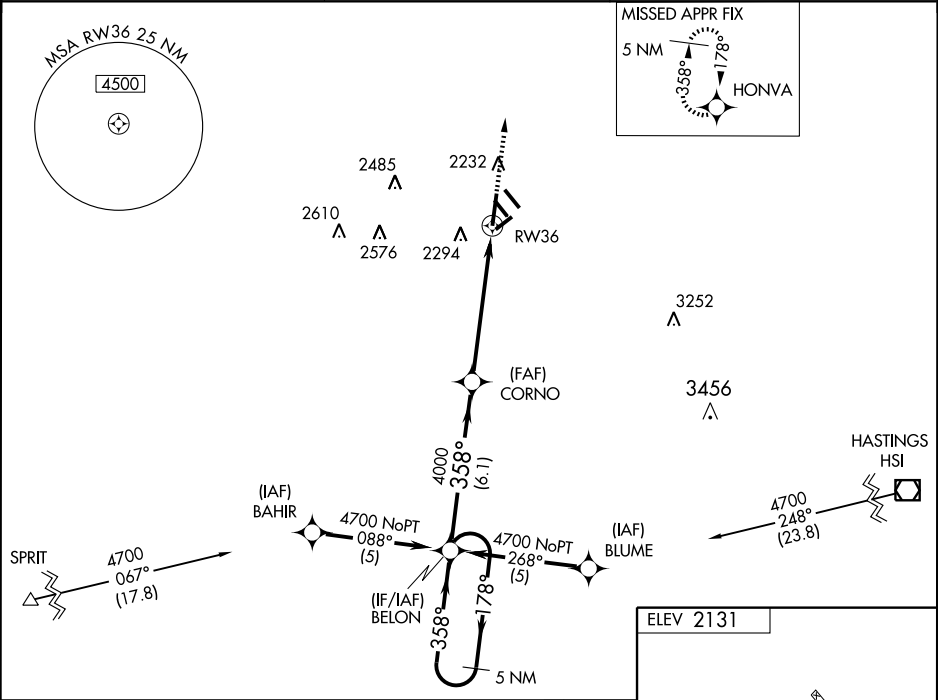
**BARO-VNAV NA** below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. BARO VNAV and VDP NA when using Brewster Field altimeter setting. For inoperative MALSR, increase LPV visibility all Cats to 1 mile, increase LNAV Cat D visibility to 1¼ mile.

**MALSR**

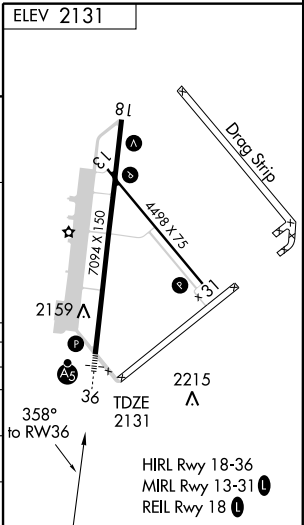


**MISSED APPROACH:** Climb to 4700 direct HONVA and hold.

AWOS-3 <b>123.875</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA		2390-½	259 (300-½)	
LNAV/ VNAV		2580-1	449 (500-1)	
LNAV MDA	2540-½	409 (500-½)	2540-¾ 409 (500-¾)	2540-1 409 (500-1)
CIRCLING	2600-1½	469 (500-1½)		2700-2 569 (600-2)

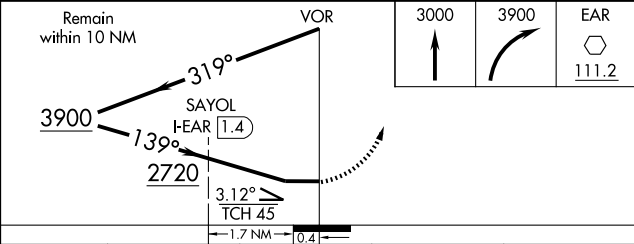
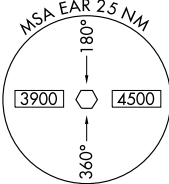
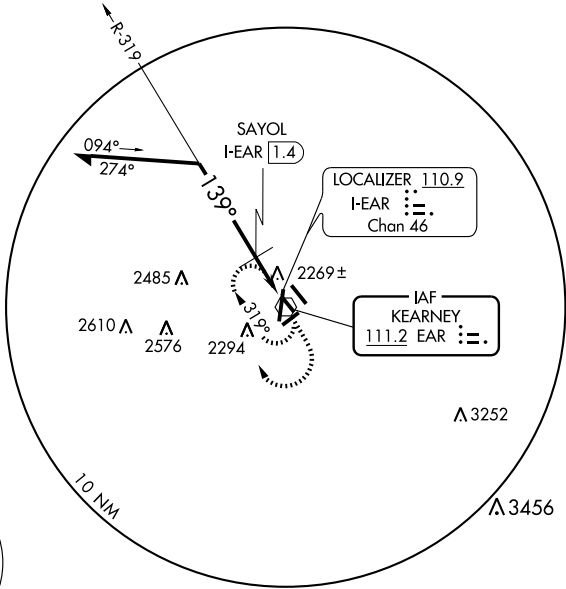


VOR RWY 13  
KEARNEY RGNL (EAR)

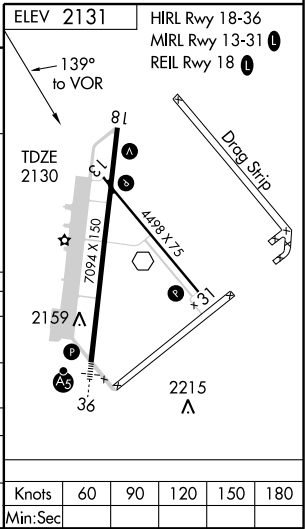
VOR EAR	APP CRS	Rwy Idg	4497
111.2	139°	TDZE	2130
		Apt Elev	2131

MISSED APPROACH: Climb to 3000 then climbing right turn to 3900 direct EAR VOR and hold.

AWOS-3 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-13	2720-1	590 (600-1)	2720-1½ 590 (600-1½)	2720-1¾ 590 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
SAYOL FIX MINIMUMS				
S-13	2520-1	390 (400-1)		2520-1¼ 390 (400-1¼)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)

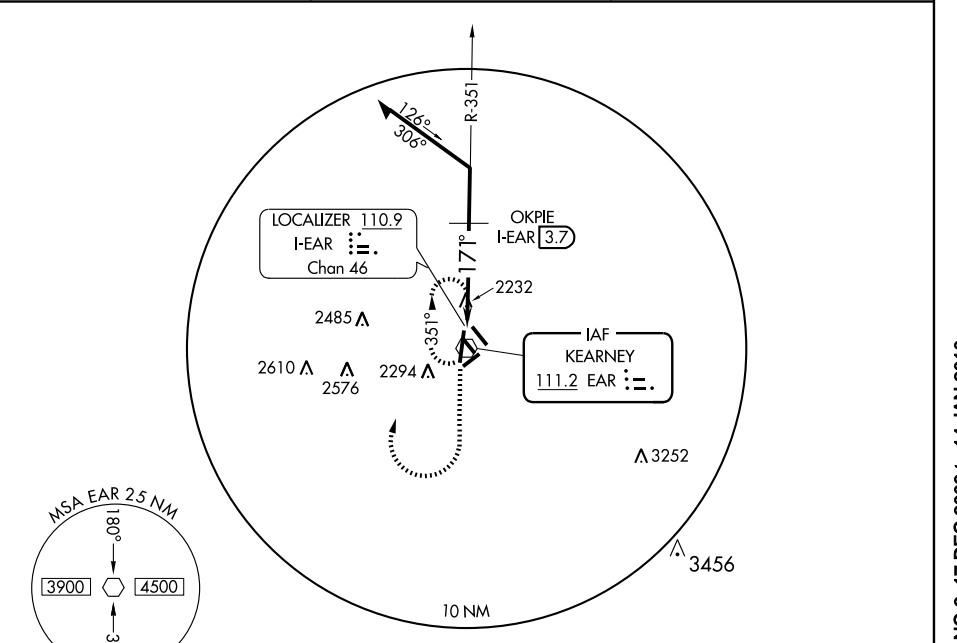


MISSED APPROACH: Climb to 3900 then right turn direct EAR VOR and hold.

AWOS-3  
123.875

MINNEAPOLIS CENTER  
119.4 278.8

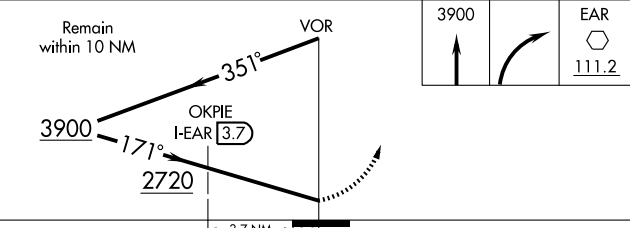
UNICOM  
123.0 (CTAF) **0**



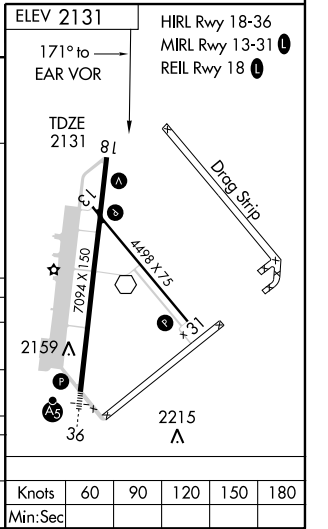
MSA EAR 25 NM

3900 4500

NC-2. 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
S-18	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-1¾ 589 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
OKPIE MINIMUMS				
S-18	2580-1	449 (500-1)	2580-1¼ 449 (500-1¼)	2580-1½ 449 (500-1½)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)



VOR RWY 36  
KEARNEY RGNL (EAR)

VOR EAR <b>111.2</b>	APP CRS <b>007°</b>	Rwy Idg TDZE Apt Elev	<b>7094</b> <b>2131</b> <b>2131</b>
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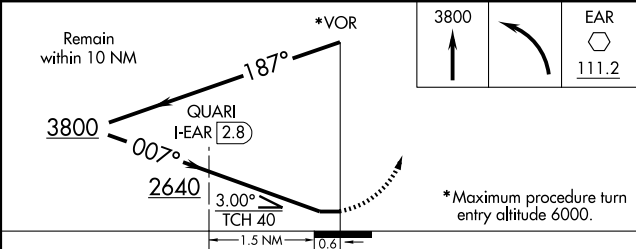
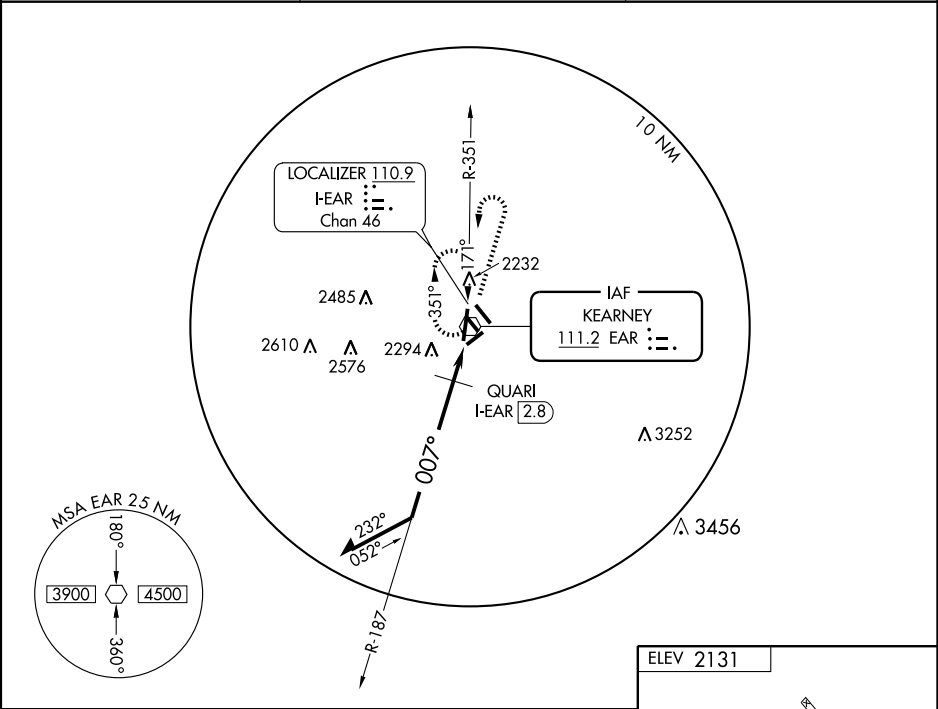


MALS

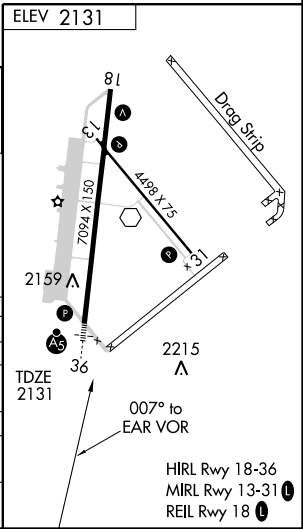


MISSED APPROACH: Climb to 3800 then left turn direct EAR VOR and hold.

AWOS-3 <b>123.875</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>123.0</b> (CTAF) 
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CATEGORY	A	B	C	D
S-36	2640-1/2	509 (600-1/2)	2640-1	509 (600-1)
CIRCLING	2640-1	509 (600-1)	2640-1/2 509 (600-1/2)	2700-2 569 (600-2)
QUARI FIX MINIMUMS				
S-36	2560-1/2	429 (500-1/2)	2560-3/4 429 (500-3/4)	2560-1 429 (500-1)
CIRCLING	2600-1	469 (500-1)	2600-1/2 469 (500-1/2)	2700-2 569 (600-2)



APP CRS	Rwy Idg	<b>6199</b>
<b>095°</b>	TDZE	<b>4926</b>
	Apt Elev	<b>4926</b>

## RNAV (GPS) RWY 10

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

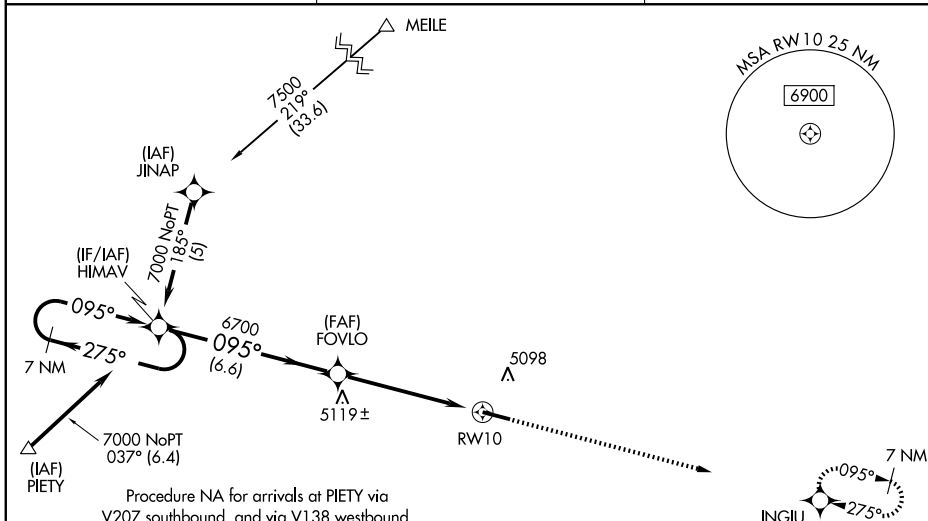


A NA

If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase all MDAs 160 feet. DME/DME RNP-0.3 NA. VDP NA with Sidney Muni/Lloyd W. Carr Field altimeter setting.

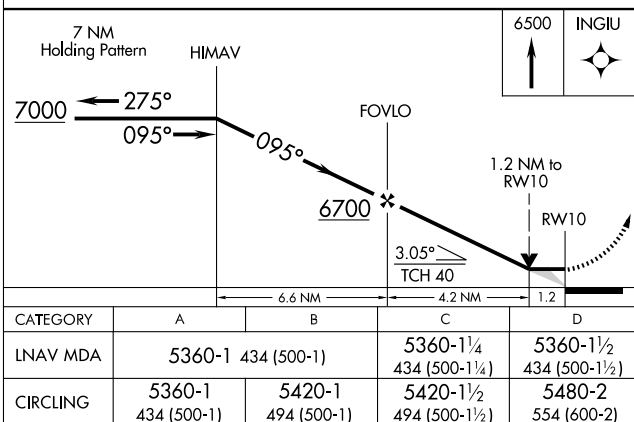
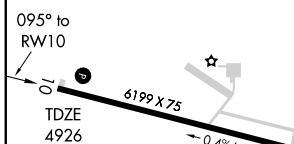
**MISSED APPROACH:** Climb to 6500 direct INGIU and hold.

AWOS-3  
118.075

DENVER CENTER  
125.9 284.7UNICOM  
122.8 (CTAF) **L**

NC-2 17 DEC 2009 to 14 JAN 2010

ELEV 4926

MIRL Rwy 10-28 **L**

WAAS CH <b>42503</b> <b>W28A</b>	APP CRS <b>275°</b>	Rwy Idg TDZE Apt Elev	<b>6199</b> <b>4908</b> <b>4926</b>
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RNAV (GPS) RWY 28

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

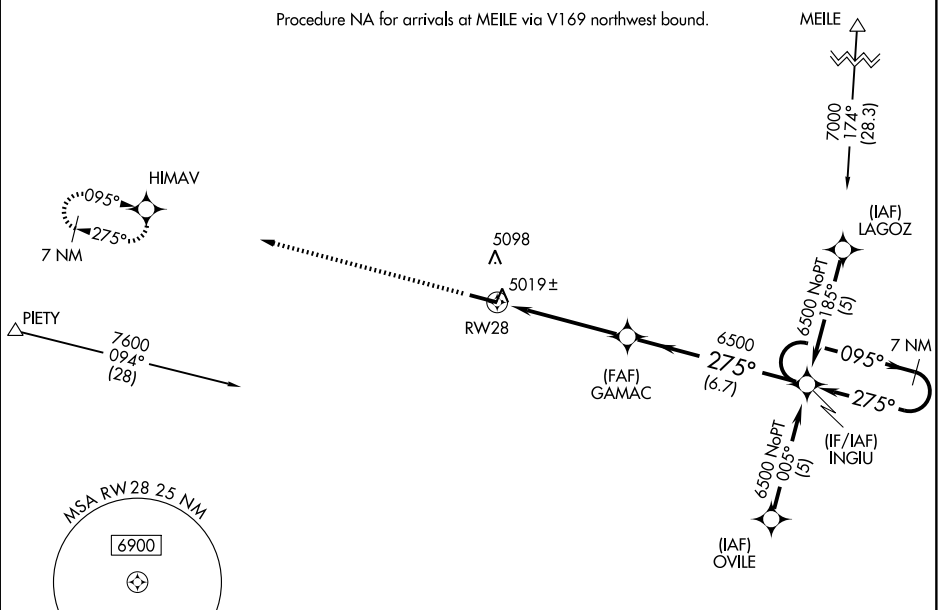
▼

▲ NA

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase DAs/MDAs 160 feet. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). BARO-VNAV NA when using Sidney Muni/Lloyd W. Carr Field altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:  
Climb to 7000 direct HIMAV and hold.

AWOS-3 <b>118.075</b>	DENVER CENTER <b>125.9 284.7</b>	UNICOM <b>122.8 (CTAF) 1</b>
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ELEV 4926

5896±	7000	HIMAV	GAMAC	INGIU	7 NM Holding Pattern
▲	▲	▲	▲	▲	▲
4.8 NM	6.7 NM				
CATEGORY	A	B	C	D	
LPV DA	5255-1¼		347 (400-1¼)		
LNAV/VNAV DA	5321-1½		413 (400-1½)		
LNAV MDA	5380-1 472 (500-1)		5380-1¼ 472 (500-1¼)		5380-1½ 472 (500-1½)
CIRCLING	5380-1½ 454 (500-1½)		5420-1½ 494 (500-1½)		5480-2 554 (600-2)

MIRL Rwy 10-28 1



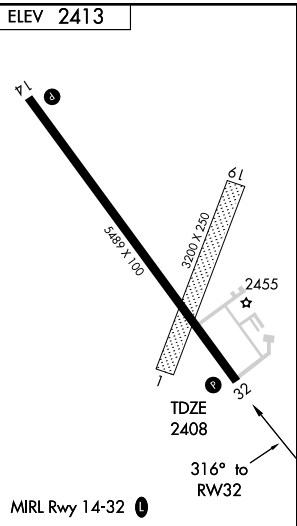
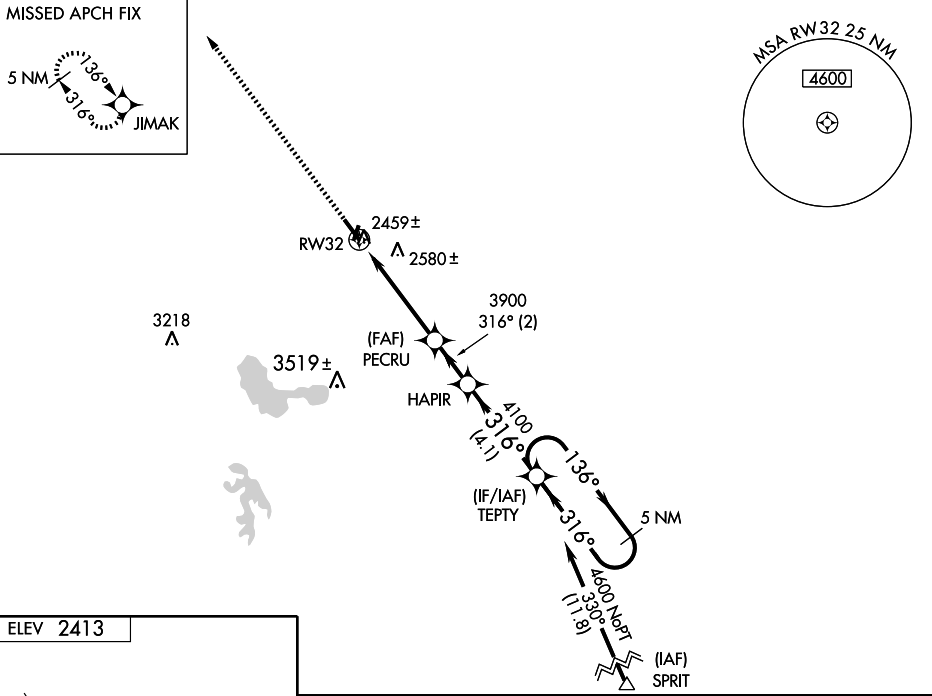
WAAS CH <b>49003</b> <b>W32A</b>	APP CRS <b>316°</b>	Rwy ldg TDZE <b>5489</b> Apt Elev <b>2408</b> <b>2413</b>
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**RNAV (GPS) RWY 32**  
LEXINGTON/JIM KELLY FIELD (LXN)

**⚠** BARO-VNAV NA when using Brewster Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase LPV DA to 2773, increase LNAV/VNAV DA to 2931 and increase all MDAs 80 feet.

**MISSED APPROACH:**  
Climb to 4600 direct JIMAK and hold.

AWOS-3 <b>121.025</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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4600	JIMAK				
		PECRU	HAPIR	TEPTY	5 NM Holding Pattern
RW32		4100		136° → 4600 ← 316°	
4.5 NM		2 NM	4.1 NM	GS 3.00° TCH 40	
CATEGORY	A	B	C	D	
LPV DA	2693-1 285 (300-1)				
LNAV/VNAV DA	2729-1¼ 321 (400-1¼)				
LNAV MDA	2860-1	452 (500-1)	2860-1¼ 452 (500-1¼)	2860-1½ 452 (500-1½)	
CIRCLING	2860-1 447 (500-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)	



VOR OZB	APP CRS	Rwy Idg	<b>5489</b>
<b><u>109.0</u></b>	<b>105°</b>	TDZE	<b>2413</b>
		Apt Elev	<b>2413</b>

VOR RWY 14

LEXINGTON/JIM KELLY FIELD (LXN)

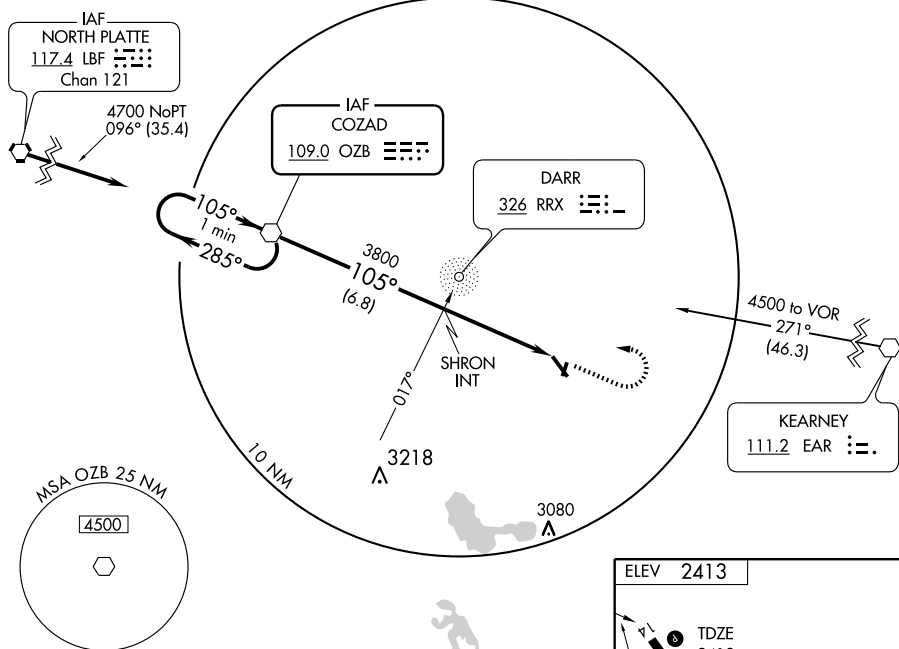


Circling to Rwy 1/19 NA at night.

**MISSED APPROACH:** Climb to 3500 then climbing left turn to 4500 direct OZB VOR and hold.

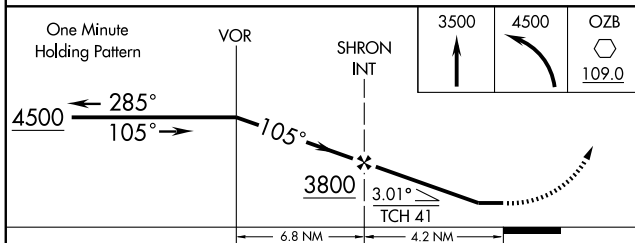
AWOS-3  
**121.025**

DENVER CENTER  
132.7 397.85

UNICOM  
123.0 (CTAF) **L**

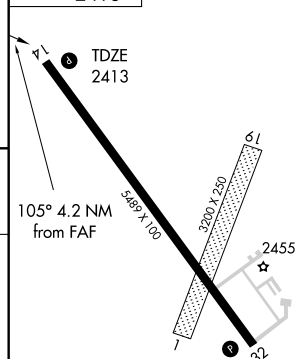
## ADF REQUIRED

### One Minute Holding Pattern



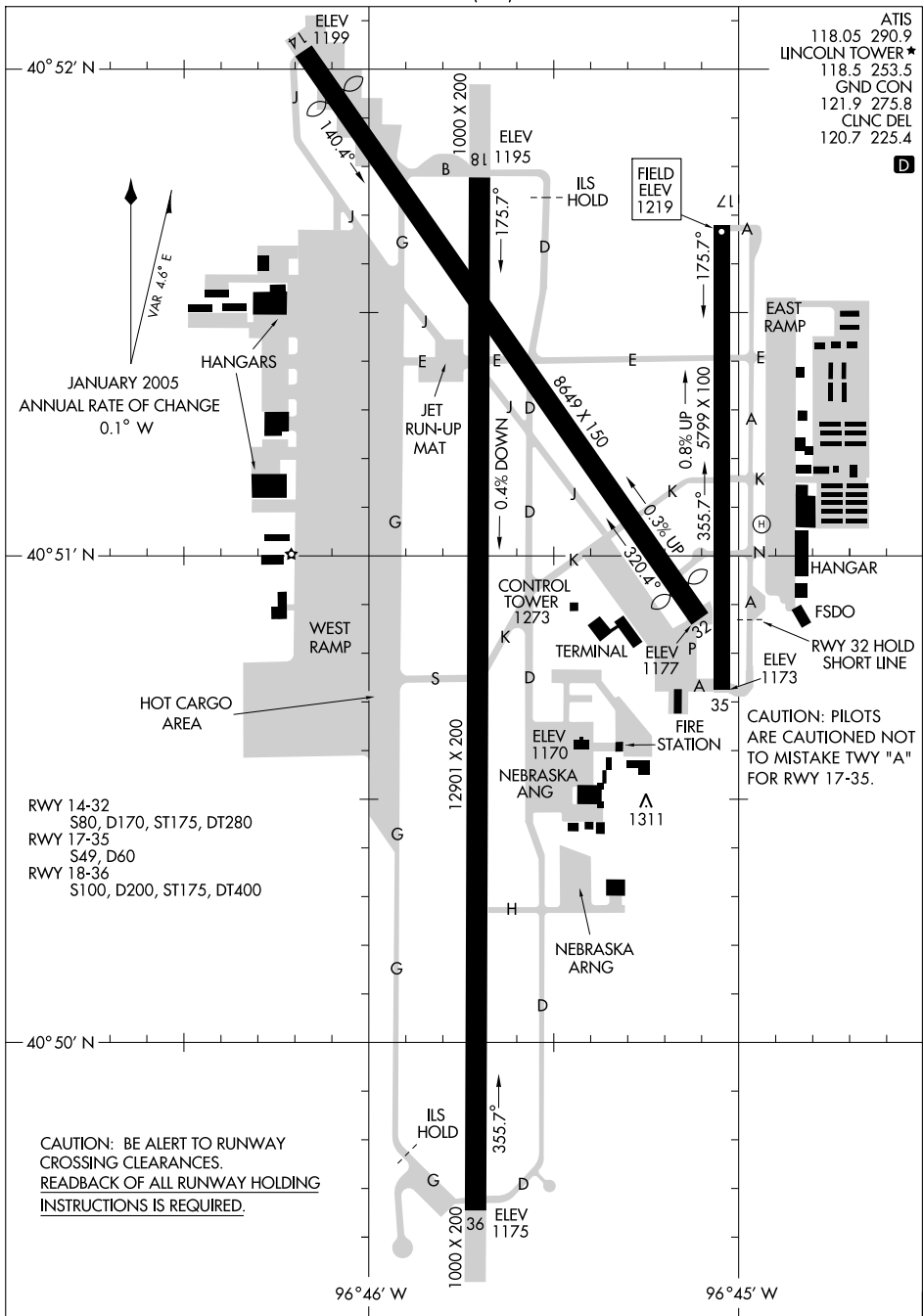
CATEGORY	A	B	C	D
S-14	2840-1	427 (500-1)	2840-1¼ 427 (500-1¼)	2840-1½ 427 (500-1½)
CIRCLING	2840-1 427 (500-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

ELEV 2413

MIRL Rwy 14-32 **L**

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



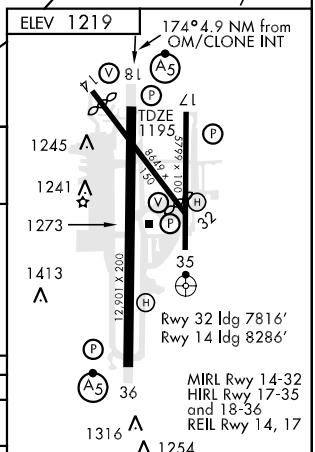
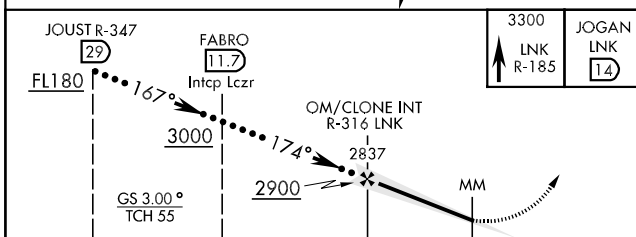
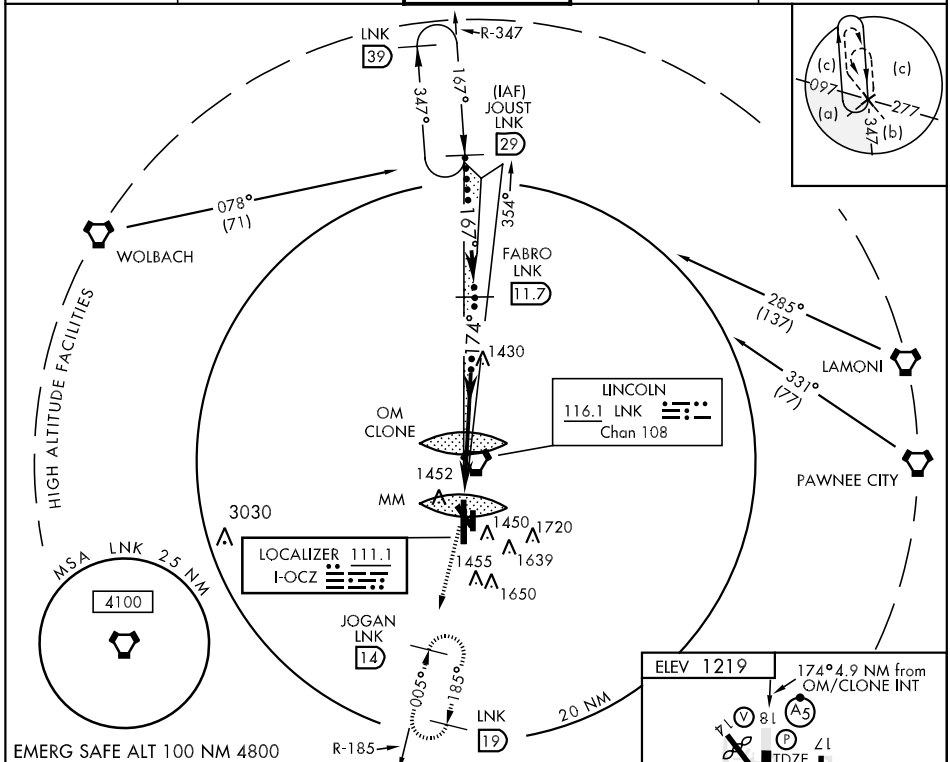
LOC I-OCZ <b>111.1</b>	APCH CRS <b>174°</b>	Rwy ldg <b>12,901</b> TDZE <b>1195</b> Arpt Elev <b>1219</b>
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JAL-232 [USAF]

LINCOLN (KLNK)

		MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.		
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ATIS ★ <b>118.05 290.9</b>	LINCOLN APP CON <b>124.0 270.3</b> (170°-349°) <b>124.8 338.3</b> (350°-169°)	LINCOLN TOWER ★ <b>118.5 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>
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CATEGORY	C	D	E
S-ILS 18	1395-½	200	(200-½)
S-LOC 18	1720-1 525 (600-1)	1720-1¼	525 (600-1¼)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

FAF to MAP 4.9 NM					
Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

LOC I-LNK **109.9** APCH CRS **354°** Rwy ldg **12,901**  
 TDZE **1175** Arpt Elev **1219**

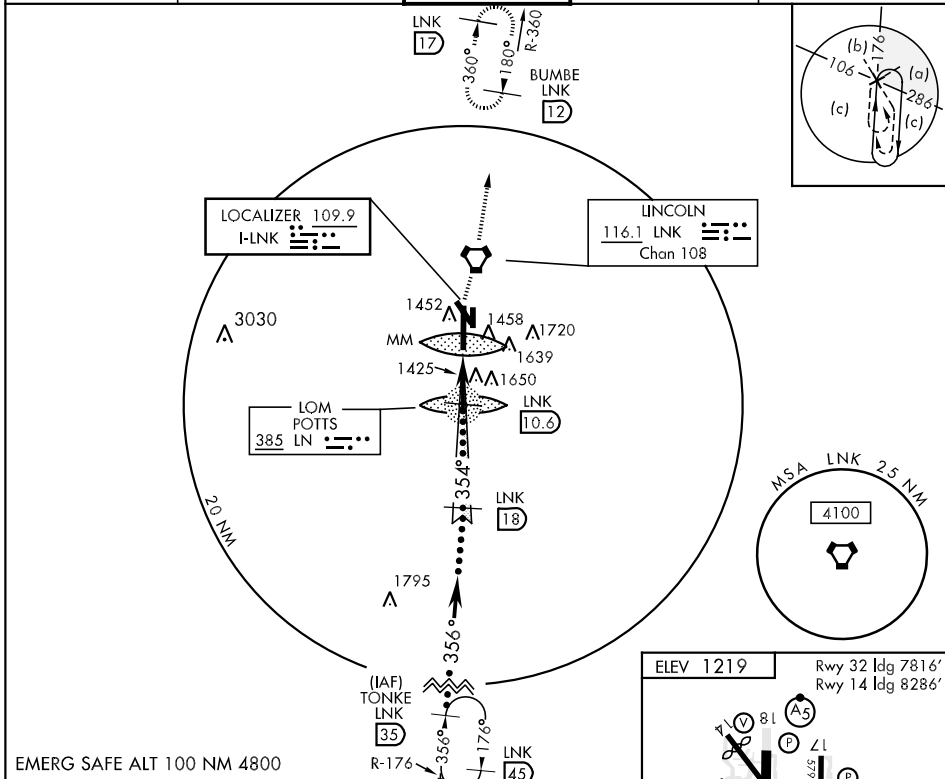
JAL-232 [USAF]

LINCOLN (KLNK)

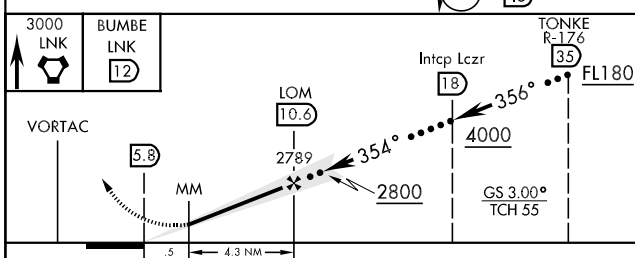


MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.

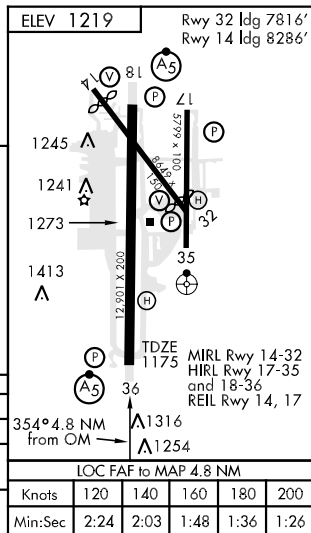
ATIS ★ <b>118.05 290.9</b>	LINCOLN APP CON <b>124.0 270.3</b> (170°-349°) <b>124.8 338.3</b> (350°-169°)	LINCOLN TOWER ★ <b>118.5 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>
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EMERG SAFE ALT 100 NM 4800



CATEGORY	C	D	E
S-ILS 36	1375/24	200	(200-1/2)
S-LOC 36	1620/40 445 (500-3/4)	1620/50	445 (500-1)
CIRCLING	1740-1 1/2 521 (600-1 1/2)	1780-2 561 (600-2)	2020-2 3/4 801 (900-2 3/4)





VORTAC LNK <b>116.1</b> Chan <b>108</b>	APCH CRS <b>185°</b>	Rwy ldg <b>12,901</b> TDZE <b>1195</b> Arpt Elev <b>1219</b>
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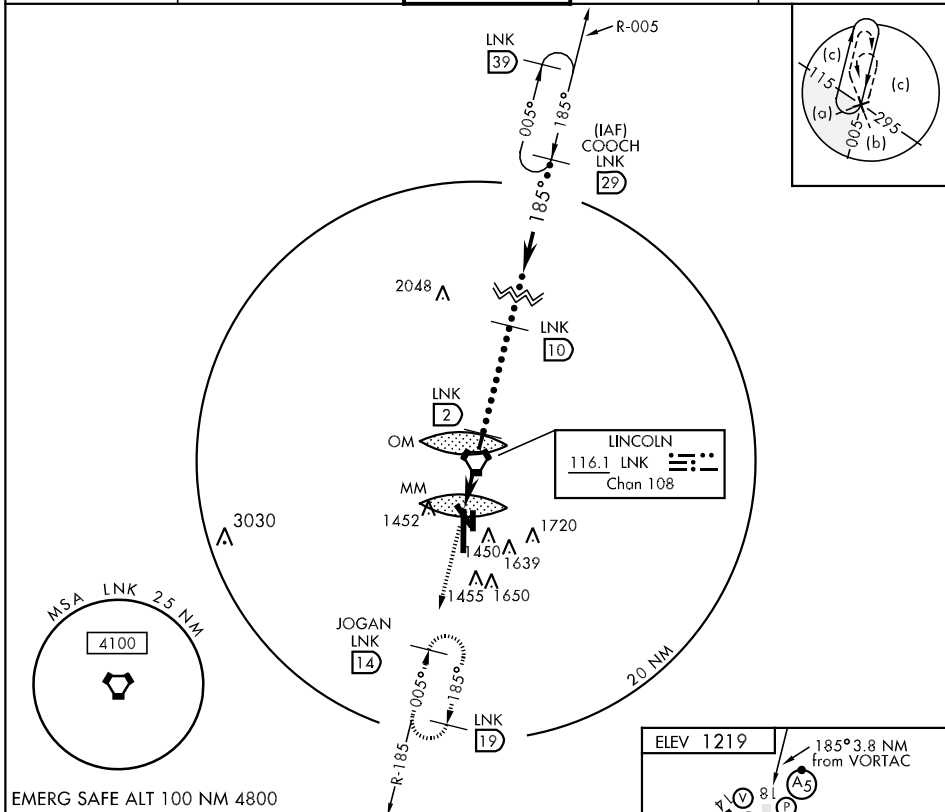
## HI-VOR/DME or TACAN RWY 18

JAL-232 [USAF]

LINCOLN (KLNK)

		MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.		
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ATIS ★ <b>118.05 290.9</b>	LINCOLN APP CON <b>124.0 270.3</b> (170°-349°) <b>124.8 338.3</b> (350°-169°)	LINCOLN TOWER ★ <b>118.5 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>
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EMERG SAFE ALT 100 NM 4800

3300 LNK R-185	JOGAN LNK 14			
		VORTAC		COOCH R-005
		R-185		FL180
		3.8	2.3	
		2400	3000	
		5.8 NM		
CATEGORY	C	D	E	
S-18	1720-1½ 525 (600-1½)	1720-1¾	525 (600-1¾)	
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)	

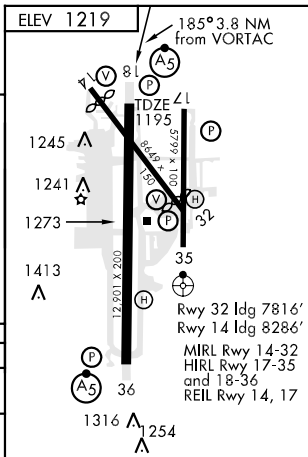
LINCOLN, NEBRASKA

40°51'N-96°46'W

LINCOLN (KLNK)

Amdt 4A 09323

HI-VOR/DME or TACAN RWY 18



Rwy 32 ldg 7816'  
Rwy 14 ldg 8286'  
MIRL Rwy 14-32  
HIRL Rwy 17-35  
and 18-36  
REIL Rwy 14, 17

VORTAC LNK <b>116.1</b> Chan <b>108</b>	APCH CRS <b>360°</b>	Rwy ldg <b>12,901</b> TDZE <b>1175</b> Arpt Elev <b>1219</b>
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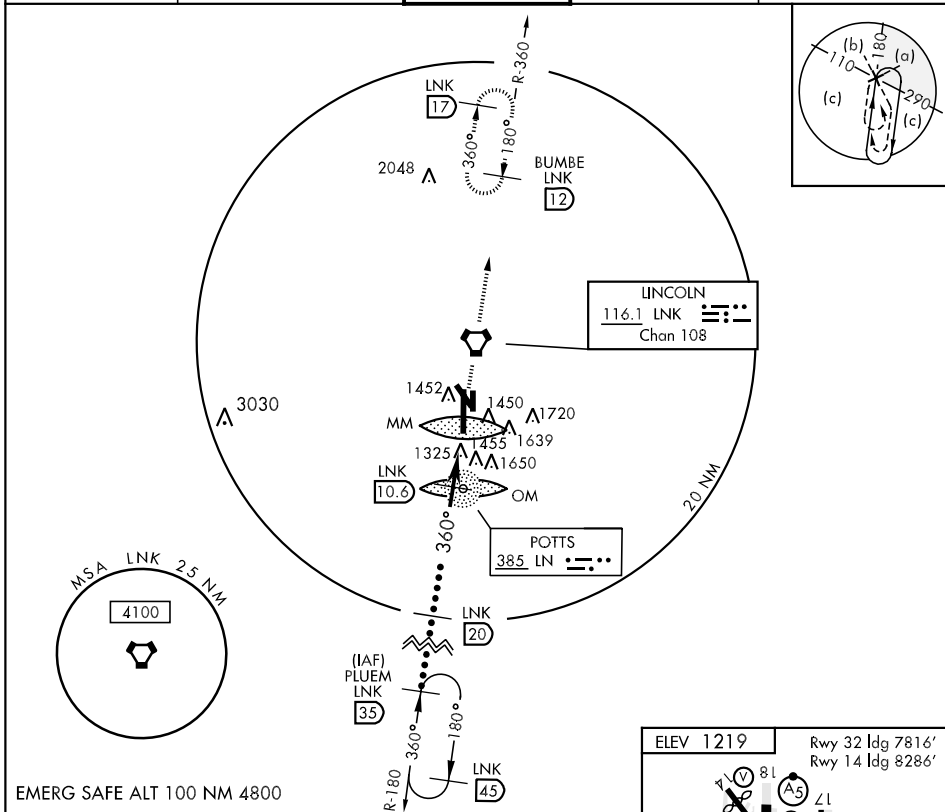
JAL-232 [USAF]

LINCOLN (KLNK)

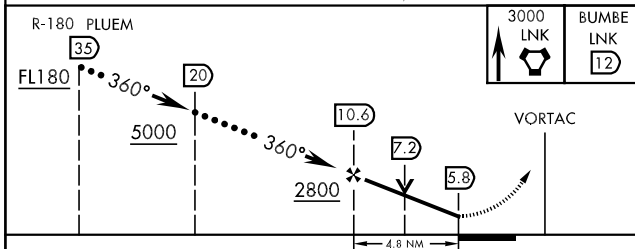


MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.

ATIS ★ <b>118.05 290.9</b>	LINCOLN APP CON <b>124.0 270.3</b> (170°-349°) <b>124.8 338.3</b> (350°-169°)	LINCOLN TOWER ★ <b>118.5 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>
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EMERG SAFE ALT 100 NM 4800

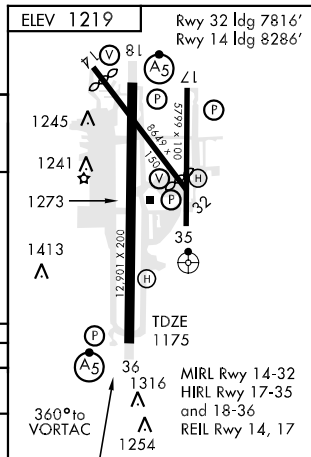


CATEGORY	C	D	E
S-36	1680/50	505 (600-1)	1680/60 505 (600-1½)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

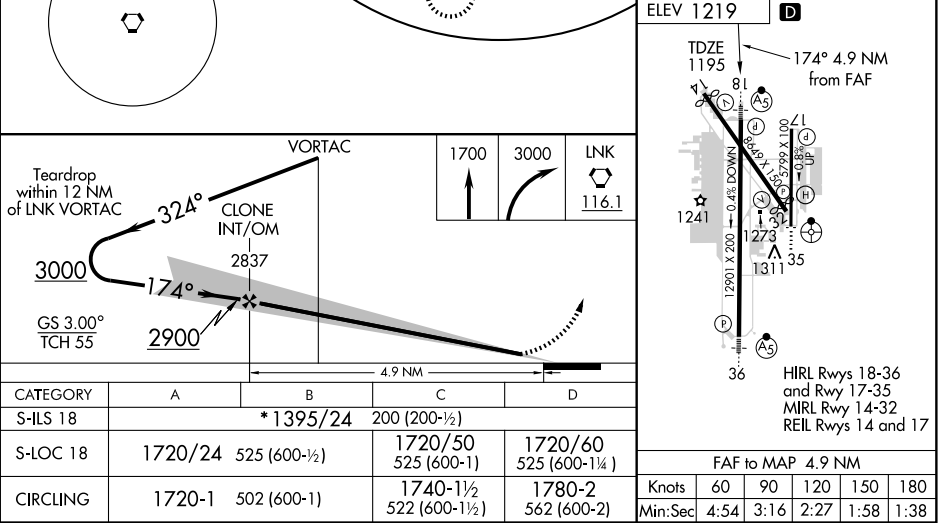
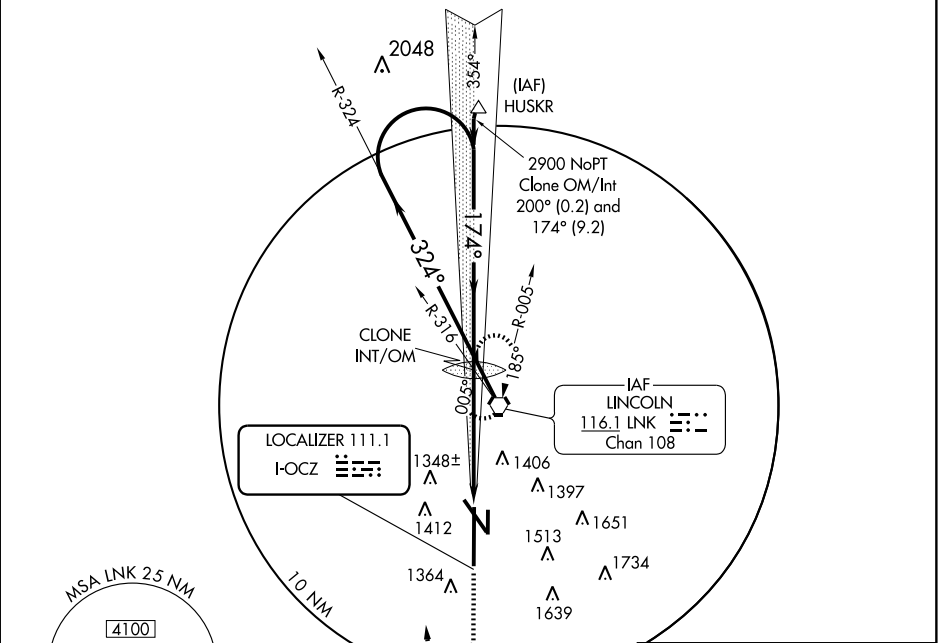
LINCOLN, NEBRASKA


40°51'N-96°46'W

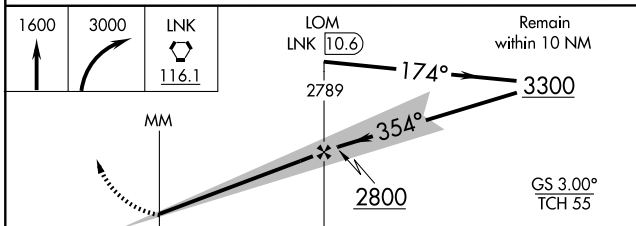
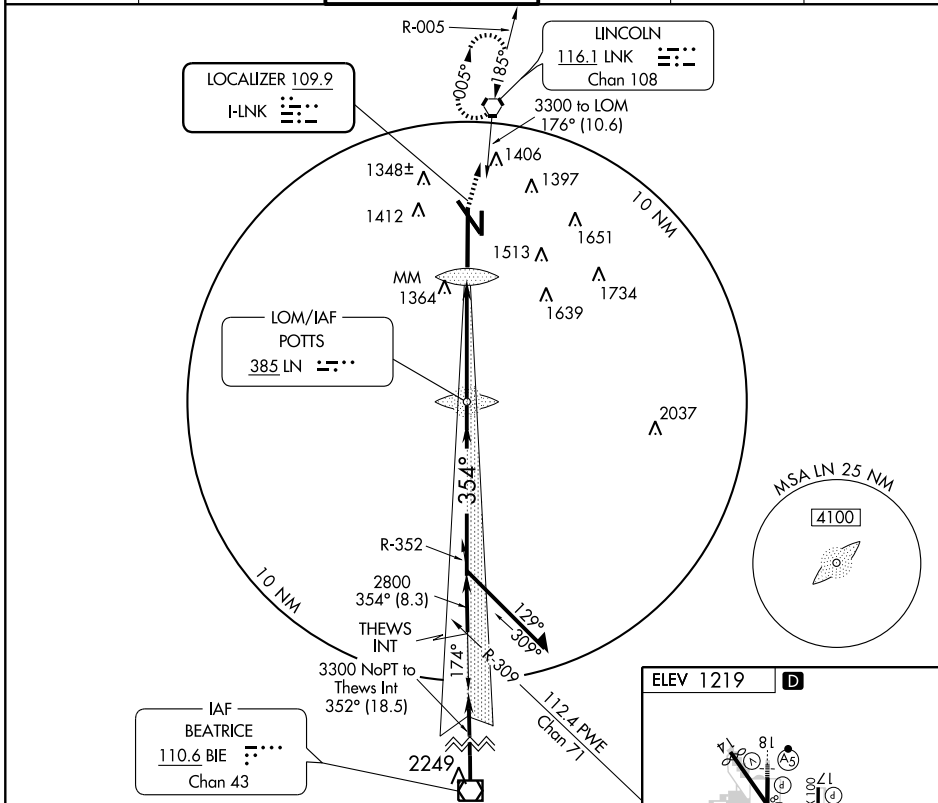
LINCOLN (KLNK)



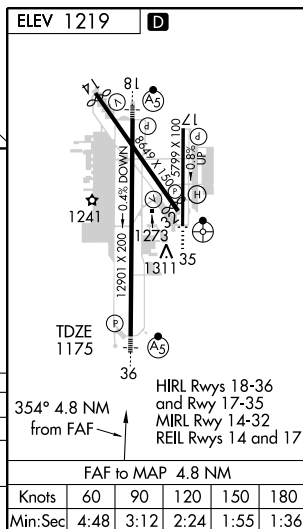
* RVR 1800 authorized with the use of FD or AP or HUD to DA.			MALSR	MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct LNK VORTAC and hold.	
ATIS 118.05 290.9	LINCOLN APP CON* 124.0 270.3	LINCOLN TOWER* 118.5 (CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95



<b>V</b> * RVR 1800 authorized with the use of FD or AP or HUD to DA.		<b>MALSR</b> 	MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LNK VORTAC and hold.			
ATIS <b>118.05 290.9</b>	LINCOLN APP CON ★ <b>124.0 270.3</b>	LINCOLN TOWER ★ <b>118.5 (CTAF) 253.5</b>		GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>	UNICOM <b>122.95</b>

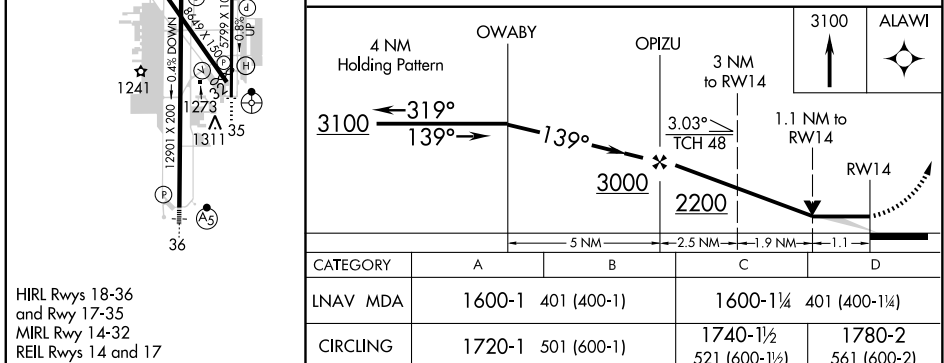
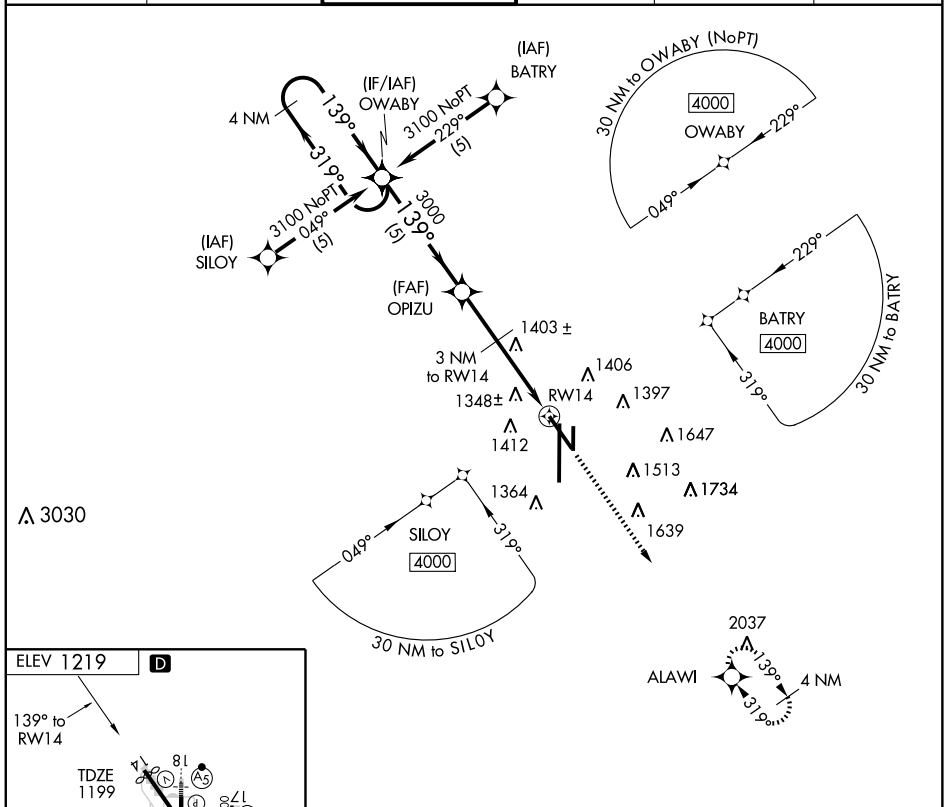


	0.5	4.3 NM		
CATEGORY	A	B	C	D
S-ILS 36	*1375/24		200 (200-½)	
S-LOC 36	1620/24	445 (500-½)	1620/40 445 (500-¾)	1620/50 445 (500-1)
CIRCLING	1720-1	502 (600-1)	1740-1½ 522 (600-1½)	1780-2 562 (600-2)





ATIS <b>118.05 290.9</b>	LINCOLN APP CON* <b>124.0 270.3</b>	LINCOLN TOWER* <b>118.5 (CTAF) 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>	UNICOM <b>122.95</b>
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WAAS  
CH 50114  
W18A

APP CRS  
174°

Rwy Idg	<b>12901</b>
TDZE	<b>1195</b>
Apt Elev	<b>1219</b>

RNAV (GPS) RWY 18  
LINCOLN (LNK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, all MDA 100 feet, increase all visibilities 1 mile. Inoperative table does not apply when using Beatrice altimeter setting. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

MAISR



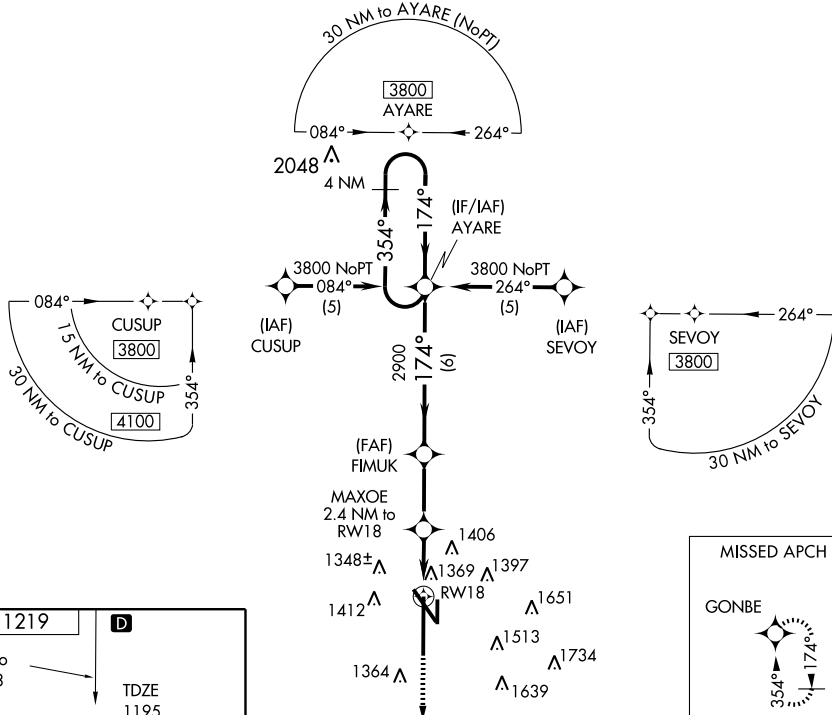
**MISSED APPROACH:** Climb to 3700 direct GONBE and hold.

ATIS  
05 290.9

LINCOLN APP CON ★  
124.0 270.3

LINCOLN TOWER ★  
118.5 (CTAF) 253.5

GND CON  
21.9 275.8

CLNC DEL  
120.7 225.4UNICOM  
122.95

MISSED APCH FIX

GONBE

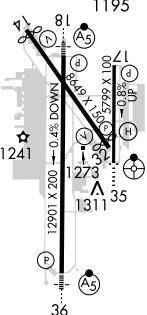


NC-2 17 DEC 2009 to 14 JAN 2010

ELEV 1219

174° to  
RW18

**D**

TDZE  
1195

HIRL Rwy 18-36  
and Rwy 17-35  
MIRL Rwy 14-32  
REIL Rwy 14 and 17

4 NM  
Holding Pattern AYARE

3800  $\leq$ 

GS 3.00°  
TCH 55

ARE

EIAA 11

MAXOE  
2.4 NM  
RW18

37



\* LNAV only

RW18



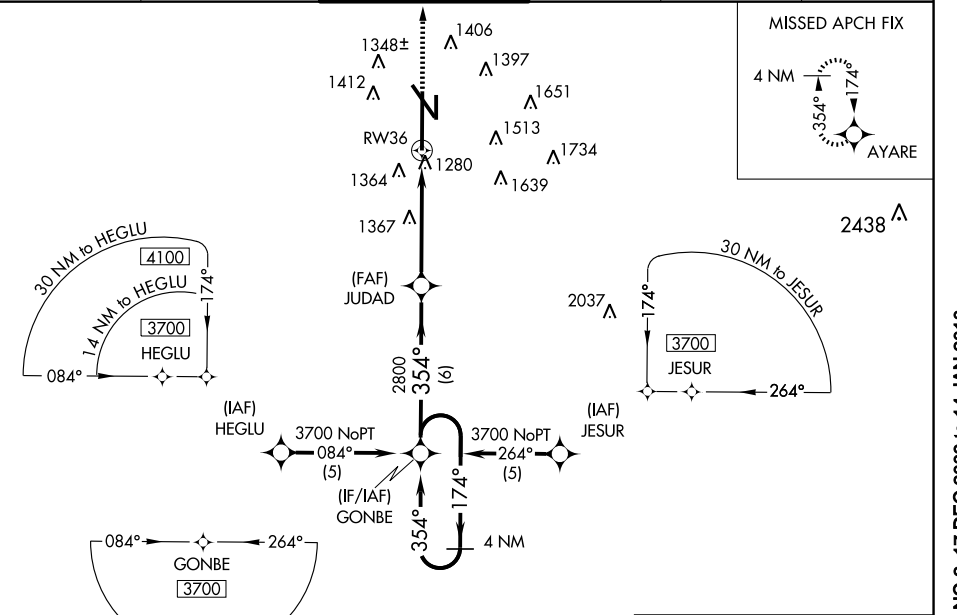
CATEGORY		A	B	C	D
LPV	DA	1445-24		250 (300-½)	
LNAV/ VNAV	DA	1720-60		525 (600-1¼)	
LNAV	MDA	1720-24	525 (600-½)	1720-50 525 (600-1)	1720-60 525 (600-1¼)
CIRCLING		1720-1	501 (600-1)	1740-1½ 521 (600-1½)	1820-2 601 (700-2)

For inoperative MALS, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, all MDA 100 feet and all visibilities ¼ mile. Inoperative table does not apply when using Beatrice altimeter setting. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

MALS

MISSED APPROACH: Climb to 3800 direct AYARE and hold.

ATIS 118.05 290.9	LINCOLN APP CON* 124.0 270.3	LINCOLN TOWER* 118.5 (CTAF) 253.5	GND CON 121.9 275.8	CLNC DEL 120.7 225.4	UNICOM 122.95
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3800

AYARE

\*LNAV only

RW36

JUDAD

GONBE

174°

354°

3700

4 NM Holding Pattern

GS 3.00°

TCH 56

1.2 NM

3.7 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1460/24 285 (300-1/2)			
LNAV/VNAV DA	1669/60 494 (500-1/4)			
LNAV MDA	1620/24 445 (500-1/2)	1620/40 445 (500-3/4)	1620/50 445 (500-1)	
CIRCLING	1720-1 501 (600-1)	1740-1 521 (600-1/2)	1820-2 601 (700-2)	

ELEV 1219

D

81

AS

1241

12901 X 200

1273

1311


35

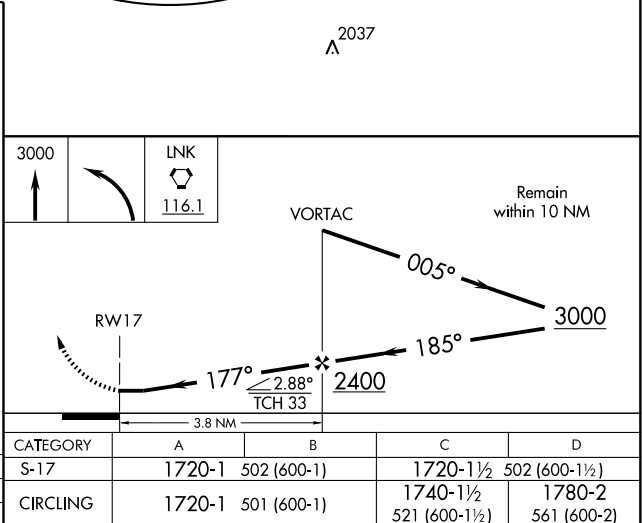
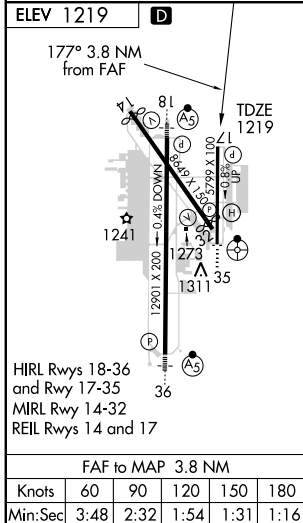
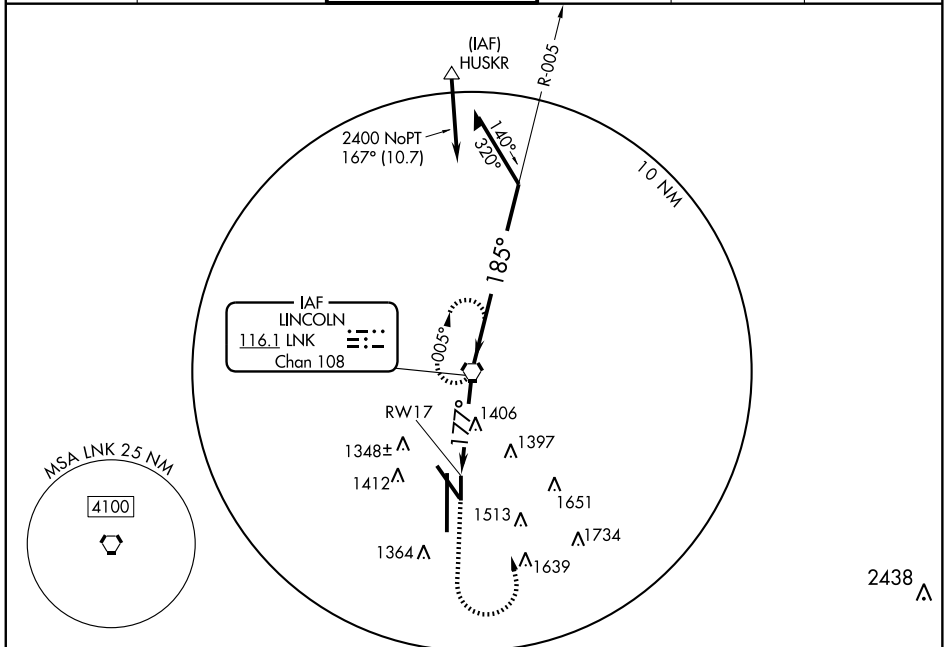
36



TDZE 1175

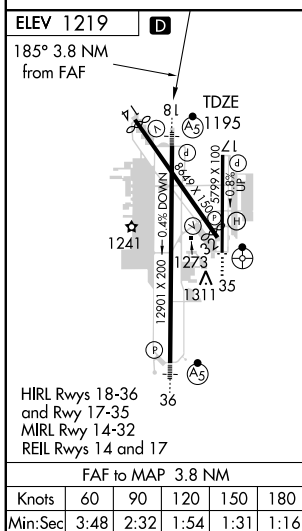
354° to RW36

HIRL Rwy 18-36 and Rwy 17-35  
MIRL Rwy 14-32  
REIL Rwy 14 and 17

			MISSED APPROACH: Climb to 3000 then left turn direct LNK VORTAC and hold.		
ATIS <b>118.05 290.9</b>	LINCOLN APP CON ★ <b>124.0 270.3</b>	LINCOLN TOWER ★ <b>118.5 (CTAF) 253.5</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>	UNICOM <b>122.95</b>



 Inoperative table does not apply.			MISSED APPROACH: Climb to 3000 then climbing left turn to 3100 direct LNK VORTAC and hold.			
ATIS <b>118.05 290.9</b>	LINCOLN APP CON★ <b>124.0 270.3</b>	LINCOLN TOWER★ <b>118.5 (CTAF) 253.5</b>		GND CON <b>121.9 275.8</b>	CLNC DEL <b>120.7 225.4</b>	UNICOM <b>122.95</b>



# AIRPORT DIAGRAM

AL-5301 (FAA)

MC COOK BEN NELSON RGNL (MCK)  
MC COOK, NEBRASKA

ASOS  
119.025  
CTAF/UNICOM  
122.8

D

40°13' N

FIELD  
ELEV  
2583



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

HANGAR  
FIRE STATION  
2635  
HANGARS  
FBO  
TERMINAL

HANGARS

ELEV  
2563

4000 X 75

ELEV  
2558

354.2°  
174.2°  
1350 X 160  
35

ELEV  
2561

6449 X 100

ELEV  
2556

0.6% UP

ELEV  
2542

40°12' N

RWY 04-22  
S30, D38  
RWY 12-30  
S30, D38

100°36' W

100°35' W

NC-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-MCK <b><u>110.95</u></b> Chan <b>46 (Y)</b>	APP CRS <b>123°</b>	Rwy Idg <b>6449</b> TDZE <b>2583</b> Apt Elev <b>2583</b>
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## ILS or LOC/DME RWY 12

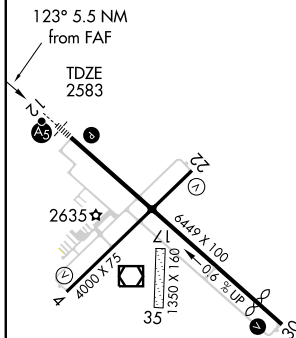
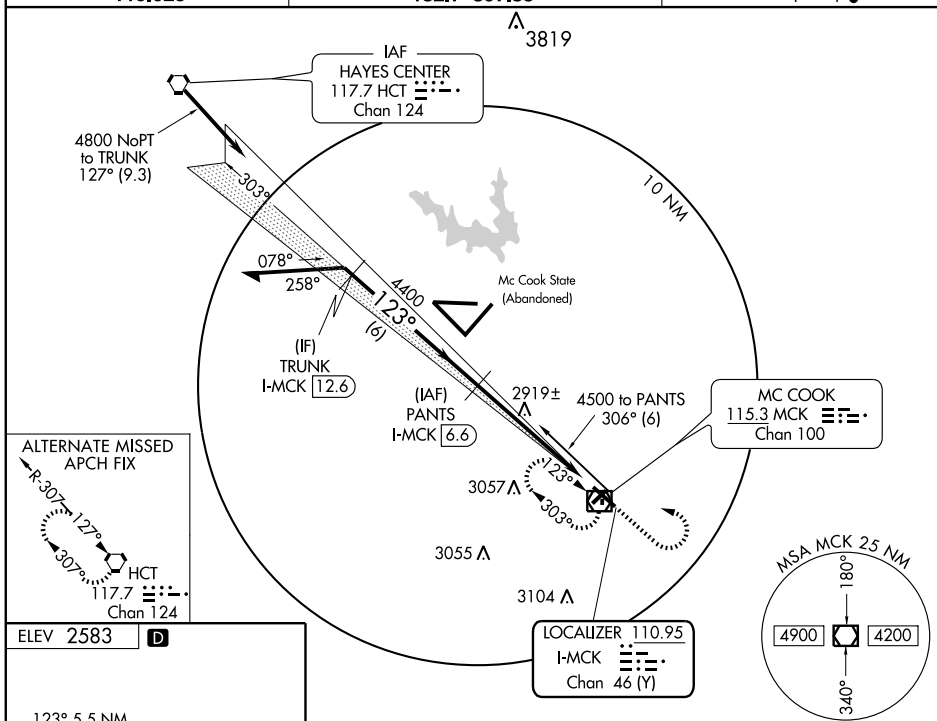
MC COOK BEN NELSON RGNL (MCK)

**T** Circling to Rwy 22 NA at night. When local altimeter setting not received, use Imperial Muni altimeter setting and increase DA 213 feet and S-LSL 12 all visibilities  $\frac{1}{2}$  mile; increase all MDAs 220 feet and S-LOC 12 and circling visibilities Cats A and B  $\frac{1}{4}$  mile, Cat C 1 mile. VDP NA when using Imperial Muni altimeter setting. For inoperative MALSR, when using Imperial Muni altimeter setting increase S-LSL 12 all visibilities to  $1\frac{1}{2}$ , and S-LOC 12 Cat A visibility to 1.

MALSR



**MISSED APPROACH:** Climb to 4500 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS  
119.025DENVER CENTER  
132.7 397.85UNICOM  
122.8 (CTAF) **L**

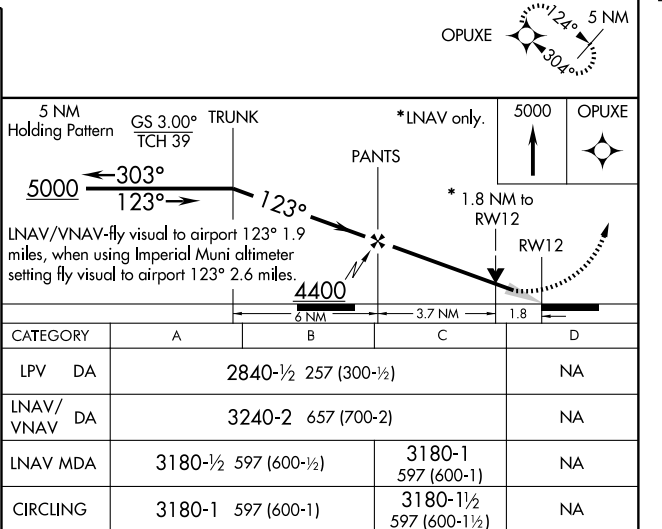
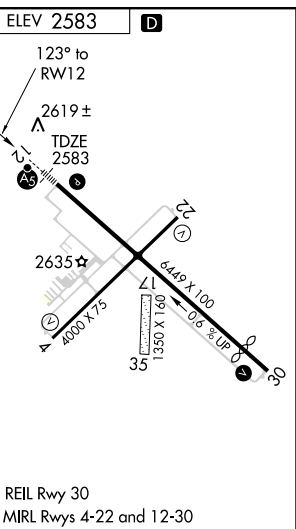
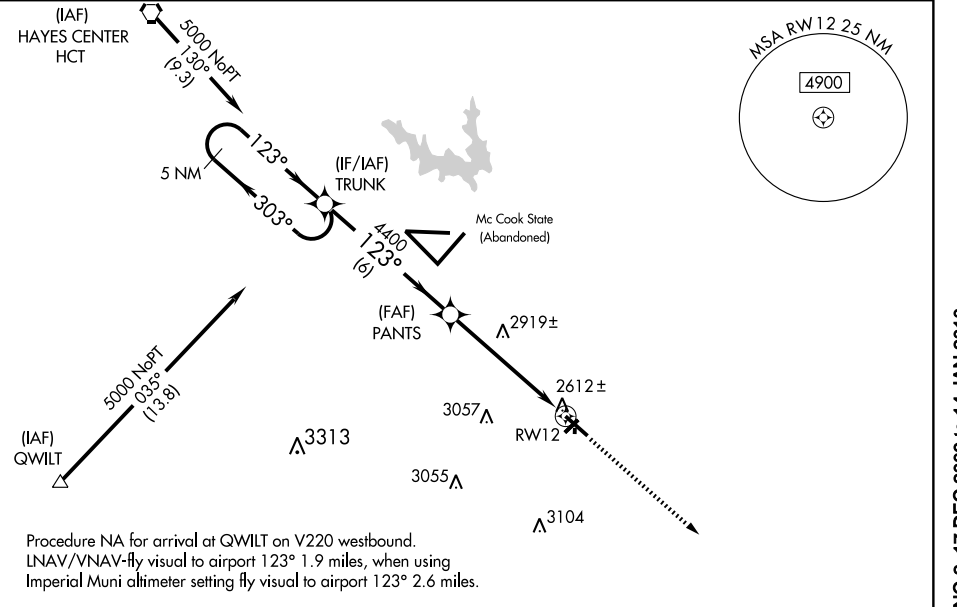
REIL Rwy 30  
MIRL Rwy 4-22 and 12-30

**⚠** Circling to Rwy 22 NA at night. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to 1 3/4 and LNAV visibility Cat A to 1. Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all DAs 213 feet, and LPV all Cats visibility 3/4 mile, LNAV/VNAV Cat C visibility 1/2 mile; increase all MDAs 220 feet, and LNAV and circling visibility Cats A and B 1/4 mile, Cat C 1 mile.

MALSR

MISSED APPROACH:  
Climb to 5000 direct  
OPUXE and hold.

ASOS 119.025	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) <b>0</b>
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NC-2: 17 DEC 2009 to 14 JAN 2010



APP CRS	Rwy Idg	<b>4000</b>
<b>218°</b>	TDZE	<b>2565</b>
	Apt Elev	<b>2583</b>

RNAV (GPS) RWY 22  
MC COOK BEN NELSON RGNL (MCK)

 NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 5000 via 218° course to AJBUF and hold.	
ASOS <b>119.025</b>		DENVER CENTER <b>132.7 397.85</b>	
		UNICOM <b>122.8 (CTAF) 0</b>	

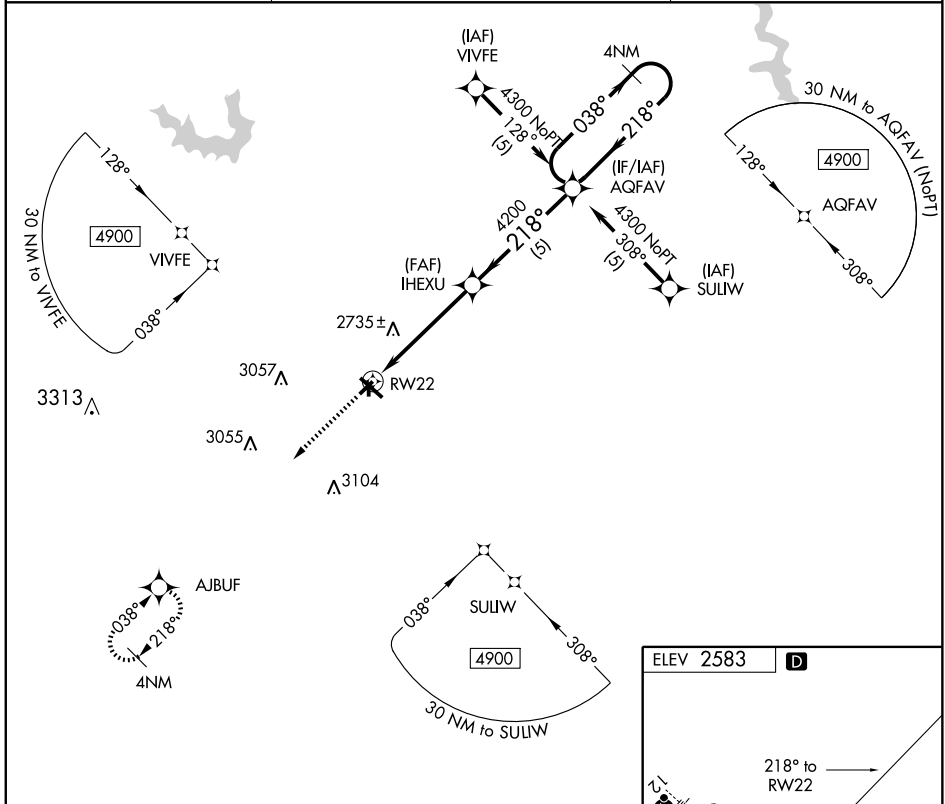
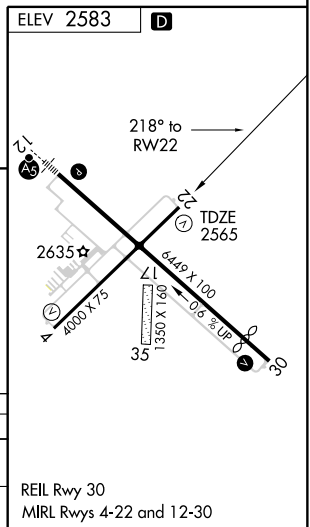


Diagram illustrating the RW22 instrument approach procedure. The diagram shows a 4 NM Holding Pattern at 4300 feet. The approach starts at RW22, with a 1.3 NM distance to the holding pattern. The holding pattern is a 4 NM circle with a 3.04° TCH 40. The approach continues to the runway with a 3.7 NM distance. The final approach segment is 5 NM long, with a 218° heading. The diagram also shows the 5000 A/BUF and CRS 218° information.



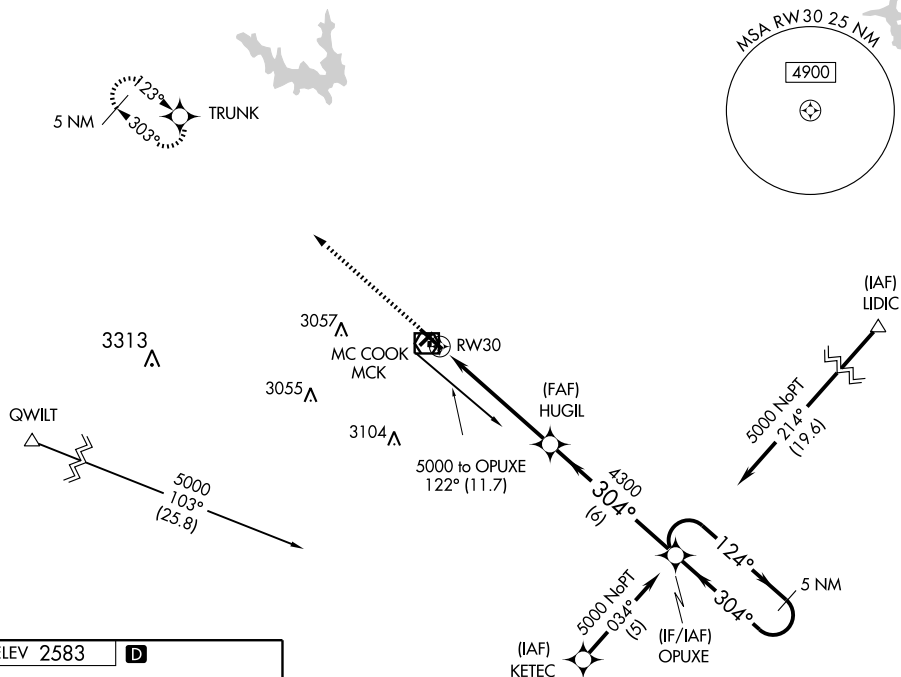

WAAS CH <b>56218</b> <b>W30A</b>	APP CRS <b>304°</b>	Rwy Idg <b>5699</b> TDZE <b>2558</b> Apt Elev <b>2583</b>
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## RNAV (GPS) RWY 30

MC COOK BEN NELSON RGNL (MCK)

**A** BARO-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter not received, use Imperial Muni altimeter setting and increase all DAs/MDAs 220 feet. BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. Circling to Rwy 3 and 21 NA at night.

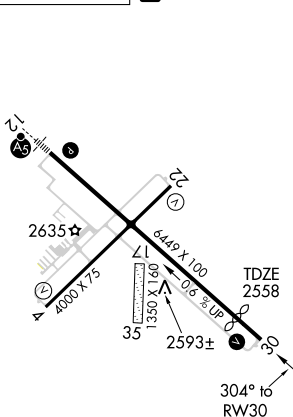
**MISSED APPROACH:**  
Climb to 5000 direct  
TRUNK and hold.

ASOS  
119.025DENVER CENTER  
132.7 397.85UNICOM  
122.8 (CTAF) 

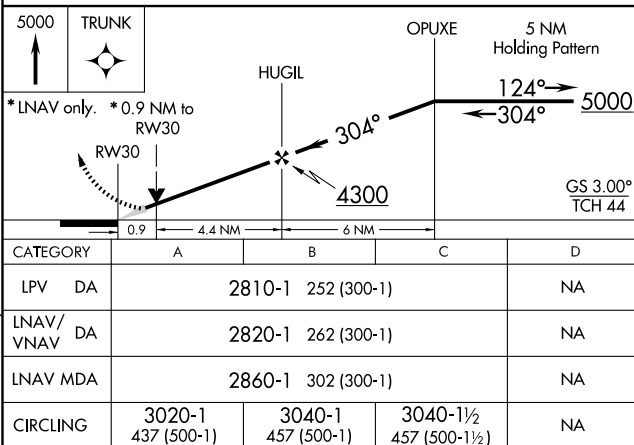
NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 2583

D



REIL Rwy 30  
MIRL Rwys 4-22 and 12-30



VDP NA when using Imperial altimeter setting. Inoperative table does not apply S-12 Cat C when using Imperial Muni altimeter setting. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all MDAs 220 feet, and S-12 Cat A ¼ mile, Cat B ½ mile, Cat C 1½ mile; circling Cat A ¼ mile, Cat B ½ mile; Cat C 1 mile; CUVAB fix minimums S-12 and circling Cat C ½ mile.

MALSR

AS

MISSED APPROACH: Climb to 4300 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS  
**119.025**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**

<div> <div> <div>Remain within 10 NM</div> <div>VOR/DME</div> <div>10000</div> </div> <div> <div>4300</div> <div>5000</div> <div>MCK</div> <div>115.3</div> </div> <div> <div>4200</div> <div>3320*</div> <div>CUVAB</div> <div>3</div> <div>MCK</div> <div>1.7</div> </div> <div> <div>137°</div> <div>317°</div> </div> <div> <div>1.3 NM</div> <div>1.2 NM</div> </div> <div> <div>VGSI and descent angles not coincident.</div> <div>*3540 when using Imperial Muni altimeter setting.</div> </div> </div>					
CATEGORY	A		B	C	D
S-12	3320-½ 737 (800-½)			3320-1½ 737 (800-1½)	NA
CIRCLING	3320-1 737 (800-1)			3320-2 737 (800-2)	NA
CUVAB FIX MINIMUMS					
S-12	3000-½ 417 (500-½)			3000-¾ 417 (500-¾)	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)		3040-1½ 457 (500-1½)	NA

ELEV 2583

D

137° to MCK VOR/DME

TDZE 2583

2635☆

4000 X 75

1350 X 160

6440 X 100

0.6° UP 0

30

REIL Rwy 30

MIRL Rwy 4-22 and 12-30

NC-2. 17 DEC 2009 to 14 JAN 2010

VOR/DME MCK  
**115.3**  
Chan **100**

APP CRS  
**210°**

Rwy Idg	<b>4000</b>
TDZE	<b>2565</b>
Apt Elev	<b>2580</b>

VOR RWY 22

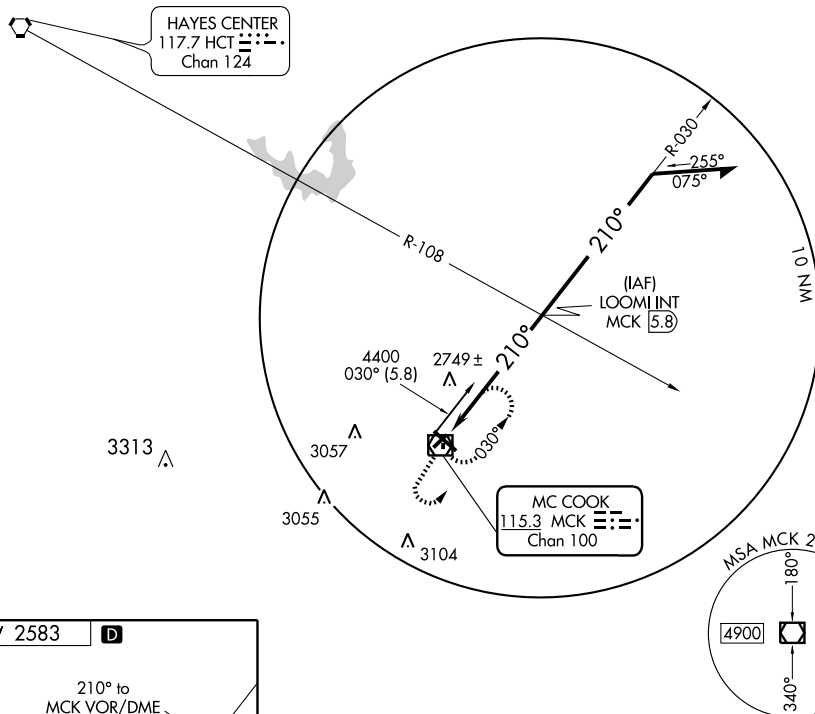
MC COOK BEN NELSON RGNL (MCK)



**MISSED APPROACH:** Climb to 4400 then climbing left turn to 5000 direct MCK VOR/DME and hold.

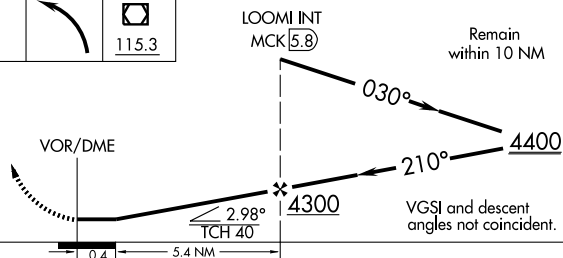
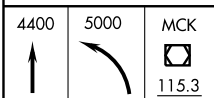
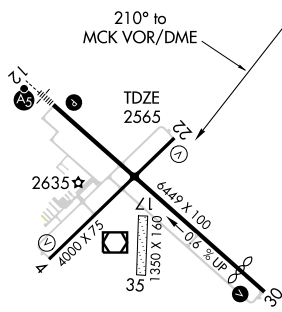
ASOS  
119.025DENVER CENTER  
132.7 397.85

UNICOM  
122.8 (CTAF) **L**



NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 2583



CATEGORY	A	B	C	D
S-22	3060-1 495 (500-1)		3060-1½ 495 (500-1½)	NA
CIRCLING	3060-1 477 (500-1)		3060-1½ 477 (500-1½)	NA

REIL Rwy 30  
MIRL Rwy 4-22 and 12-30

VOR/DME MCK  
**115.3**  
Chgn **100**

APP CRS  
294°

Rwy Idg	<b>5699</b>
TDZE	<b>2558</b>
Apt Elev	<b>2583</b>

VOR RWY 30

MC COOK BEN NELSON RGNL (MCK)

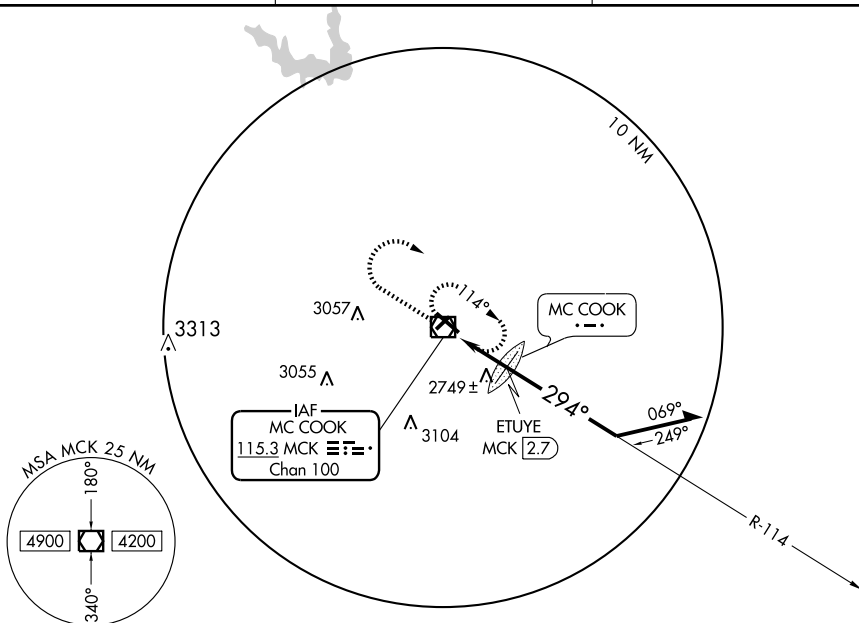
**A**

If local altimeter setting not received, use Imperial Muni altimeter setting and increase all MDAs 220 feet. VDP NA when using Imperial Muni altimeter setting.

**MISSED APPROACH:** Climb to 4500 then climbing right turn to 5000 direct MCK VOR/DME and hold.

ASOS  
**119.025**

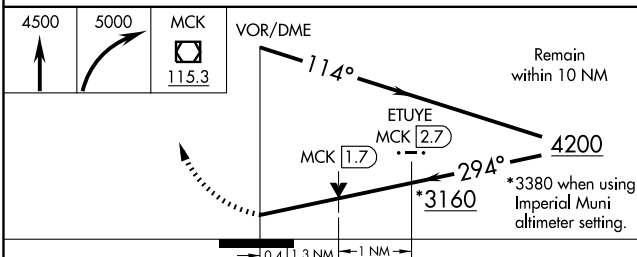
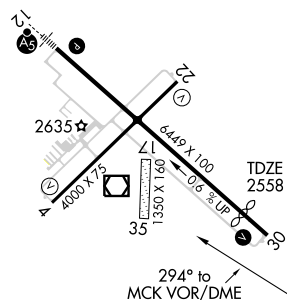
DENVER CENTER  
132.7 397.85

UNICOM  
122.8 (CTAF) **L**

NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 2583

D



CATEGORY	A	B	C	D
S-30	3160-1 602 (600-1)		3160-1 $\frac{3}{4}$ 602 (600-1 $\frac{3}{4}$ )	NA
CIRCLING	3160-1 577 (600-1)		3160-1 $\frac{3}{4}$ 577 (600-1 $\frac{3}{4}$ )	NA
ETUYE FIX MINIMUMS (DME or FM REQUIRED)				
S-30	3000-1 442 (500-1)		3000-1 $\frac{1}{4}$ 442 (500-1 $\frac{1}{4}$ )	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1 $\frac{1}{2}$ 457 (500-1 $\frac{1}{2}$ )	NA

REIL Rwy 30  
MIRL Rwy 4-22 and 12-30

WAAS Ch <b>53714</b> <b>W16A</b>	APP CRS <b>159°</b>	Rwy Idg <b>3900</b> TDZE <b>2160</b> Apt Elev <b>2160</b>
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## RNAV (GPS) RWY 16

MINDEN/ PIONEER VILLAGE FIELD (ØV3)



Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all cats visibility ¼ mile.

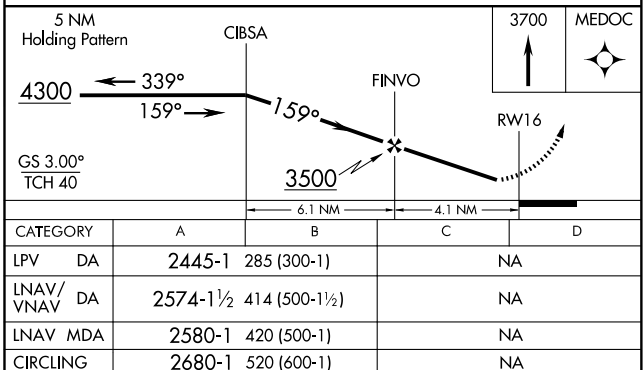
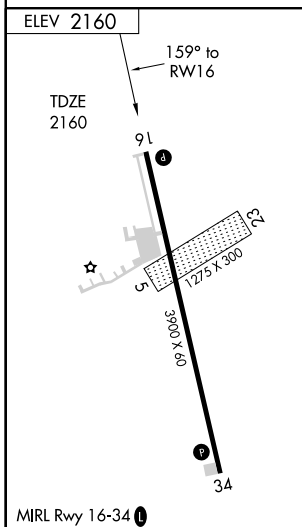
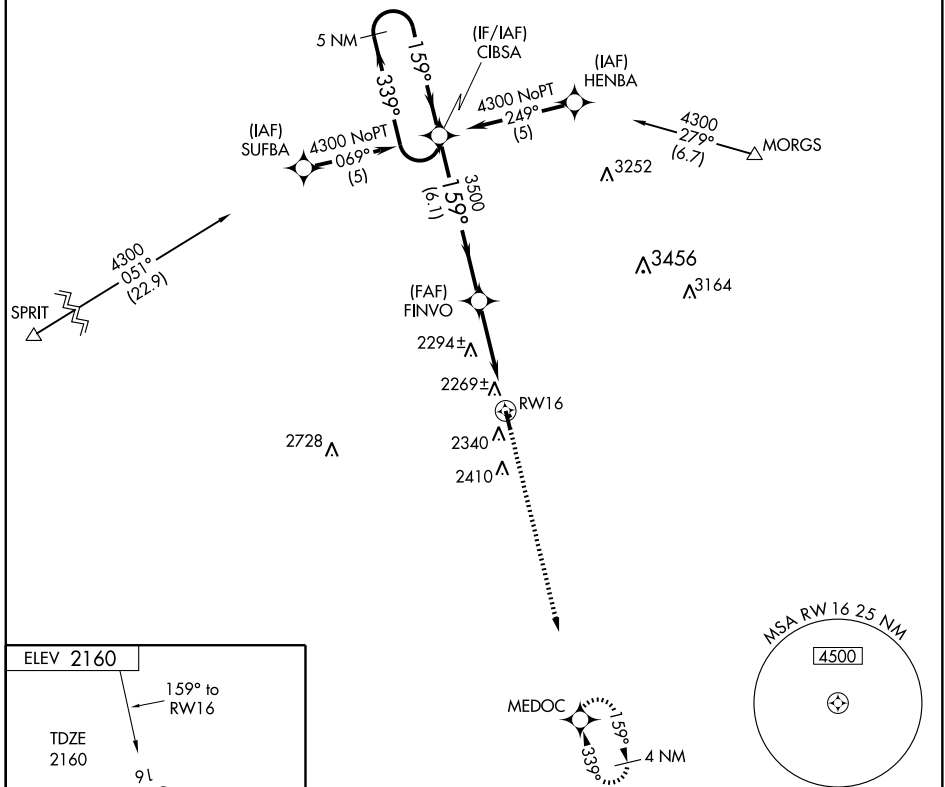


**MISSED APPROACH:** Climb to 3700 direct MEDOC and hold.

KEARNEY AWOS-3  
123.875

MINNEAPOLIS CENTER  
119.4 278.8

UNICOM  
**122.7** (CTAF) **L**



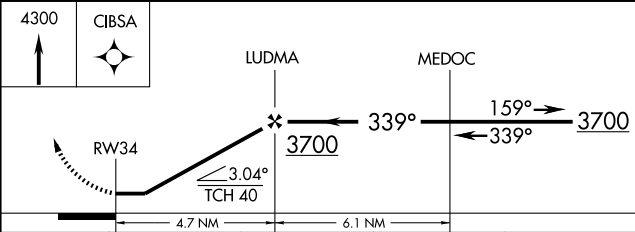
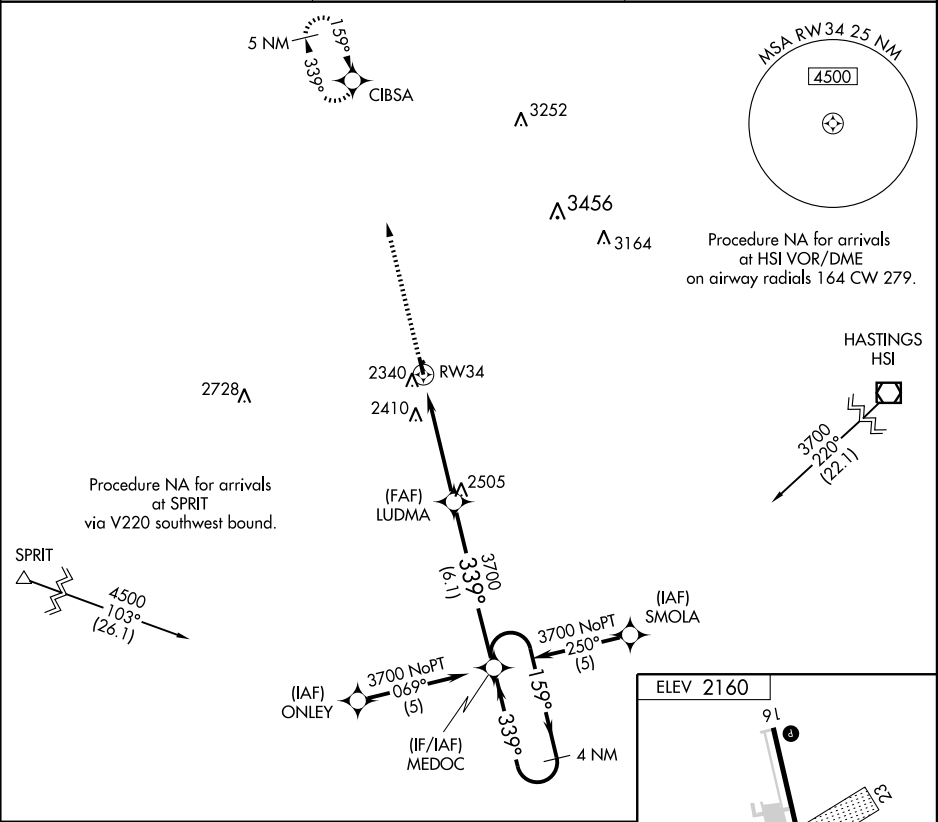
APP CRS	Rwy Idg	3900
339°	TDZE	2160
	Apt Elev	2160

# RNAV (GPS) RWY 34

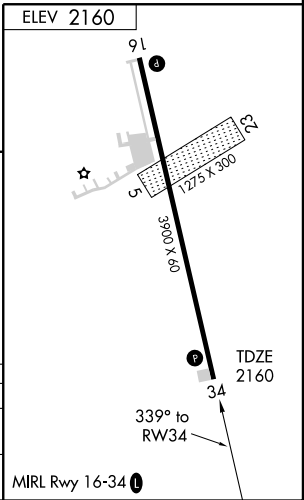
MINDEN/ PIONEER VILLAGE FIELD (ØV3)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climb to 4300 direct CIBSA and hold.
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KEARNEY AWOS-3 123.875	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.7 (CTAF) Ø
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CATEGORY	A	B	C	D
RNAV MDA	2700-1	540 (600-1)	NA	NA
CIRCLING	2700-1	540 (600-1)	NA	NA



VOR EAR	APP CRS	Rwy Idg	<b>3900</b>
<b><u>111.2</u></b>	<b>338°</b>	TDZE	<b>2160</b>
		Apt Elev	<b>2160</b>

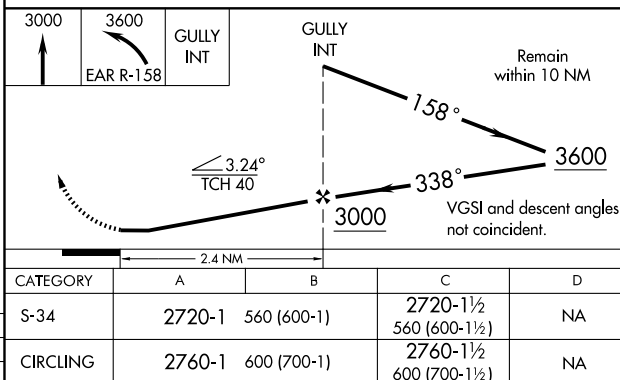
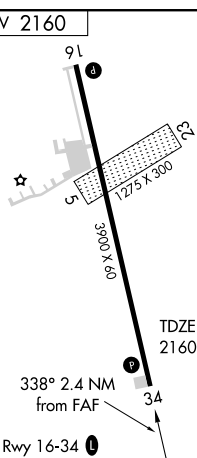
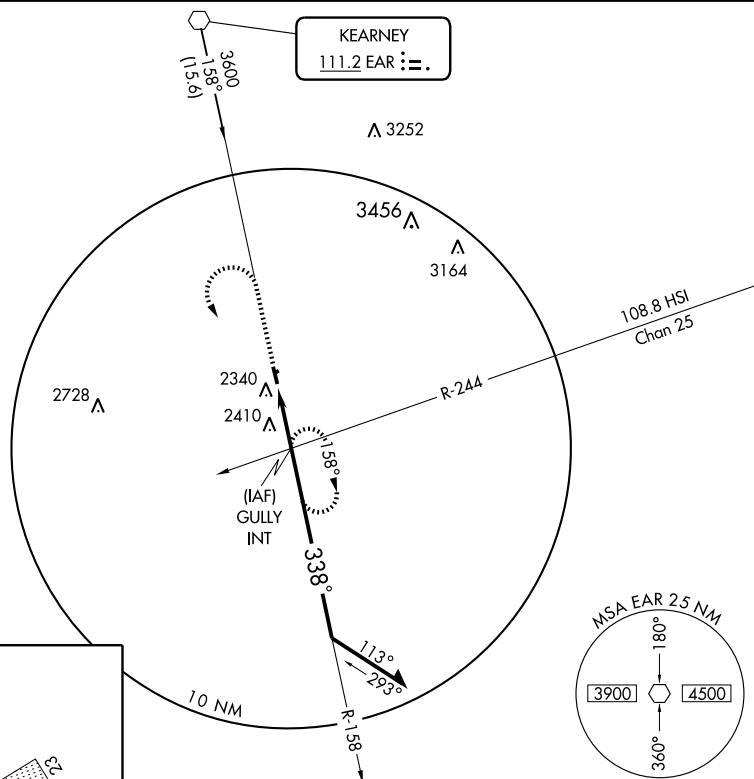
VOR RWY 34

MINDEN/PIONEER VILLAGE FIELD (ØV3)

**T**  
**A** NA Use Kearney altimeter setting.

**MISSED APPROACH:** Climb to 3000 then climbing left turn to 3600 via EAR R-158 to GULLY Int and hold.

MINNEAPOLIS CENTER  
119.4 278.8

UNICOM  
122.7 (CTAF) **L**



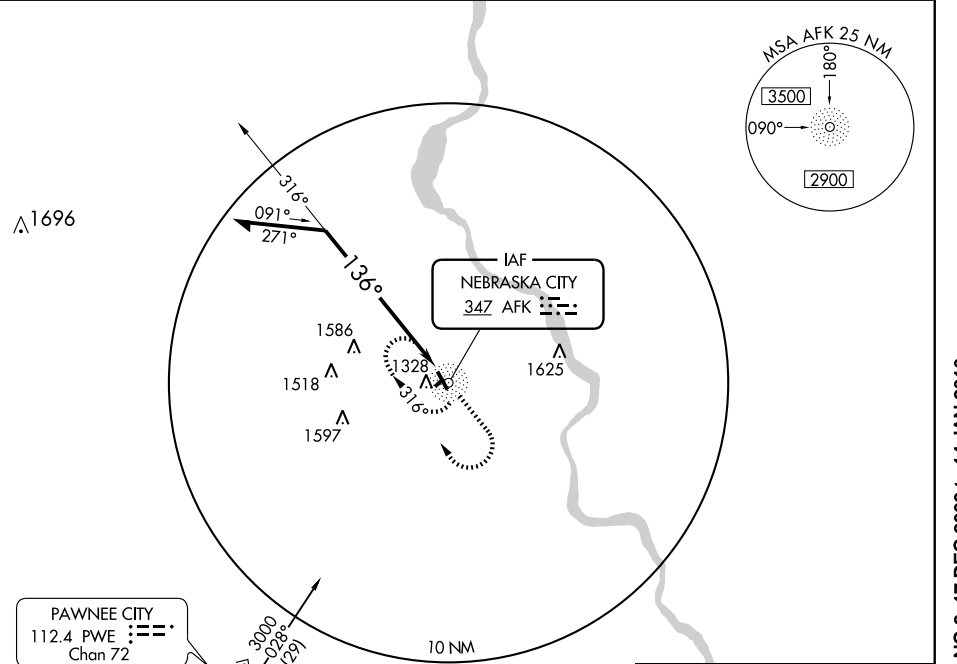
Obtain local altimeter setting on CTAF; when not received, use Omaha altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct AFK NDB and hold.

AWOS-3  
**128.325**

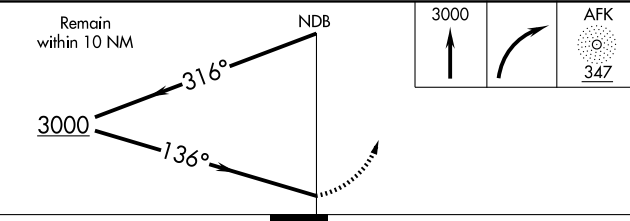
OMAHA APP CON  
**120.1 354.05**

UNICOM  
**122.7** (CTAF)

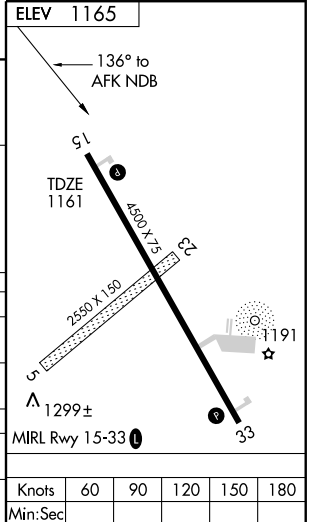


PAWNEE CITY  
112.4 PWE   
Chan 72

3000 028° (29)



CATEGORY	A	B	C	D
S-15	1860-1	699 (700-1)	NA	
CIRCLING	1860-1	695 (700-1)	NA	
OMAHA ALTIMETER SETTING MINIMUMS				
S-15	1980-1 819 (900-1)	1980-1 ¼ 819 (900-1 ¼)	NA	
CIRCLING	1980-1 815 (900-1)	1980-1 ¼ 815 (900-1 ¼)	NA	





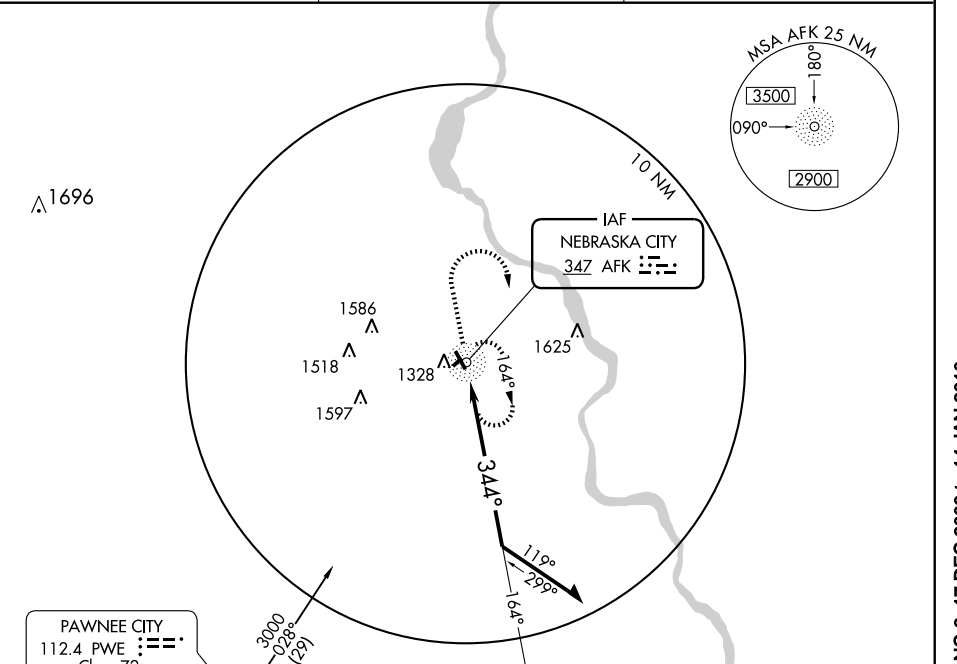
NA

MISSED APPROACH: Climb to 2600 then right turn direct AFK NDB and hold.

AWOS-3  
**128.325**

OMAHA APP CON  
**120.1 354.05**

UNICOM  
**122.7 (CTAF)**



2600

AFK

347

NDB

Remain within 10 NM

164°

3000

344°

CATEGORY	A	B	C	D
S-33	1840-1	679 (700-1)	NA	
CIRCLING	1840-1	675 (700-1)	NA	

OMAHA ALTIMETER SETTING MINIMUMS

S-33	1960-1 799 (800-1)	1960-1 ¼ 799 (800-1 ¼)	NA	
CIRCLING	1960-1 795 (800-1)	1960-1 ¼ 795 (800-1 ¼)	NA	

ELEV 1165

MIRL Rwy 15-33

Knots

60

90

120

150

180

Min:Sec

NC-2. 17 DEC 2009 to 14 JAN 2010

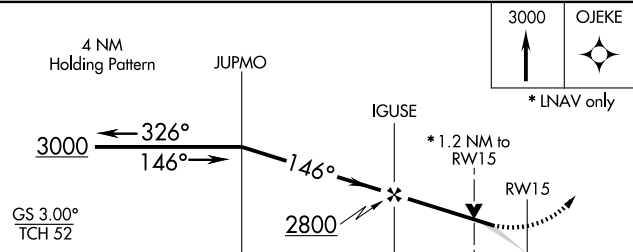
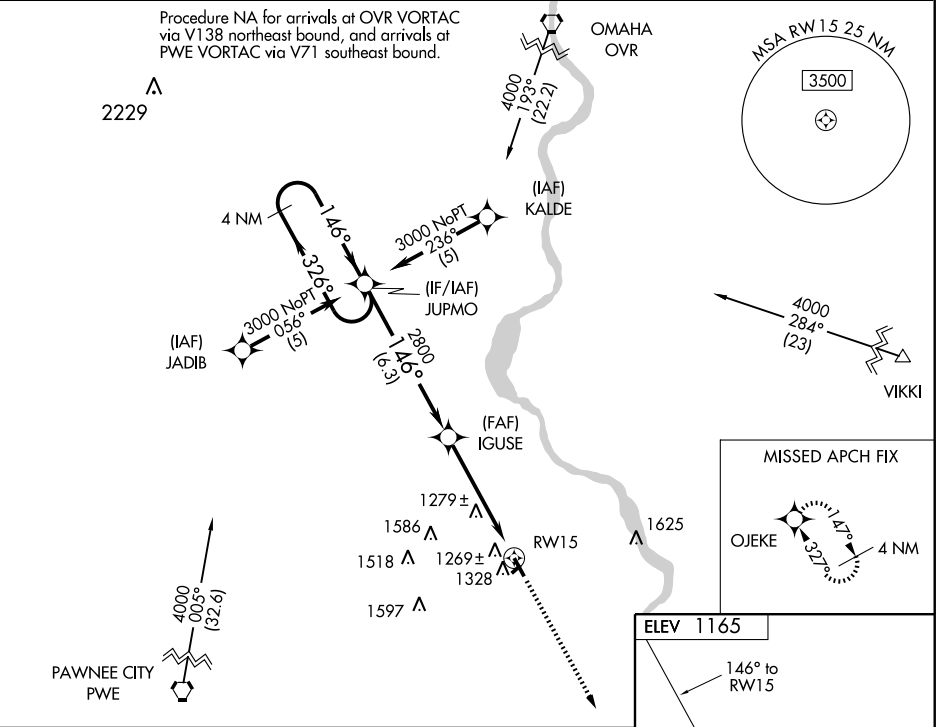
WAAS CH <b>86407</b> <b>W15A</b>	APP CRS <b>146°</b>	Rwy Idg <b>4500</b> TDZE <b>1162</b> Apt Elev <b>1165</b>
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RNAV (GPS) RWY 15  
NEBRASKA CITY MUNI (AFK)

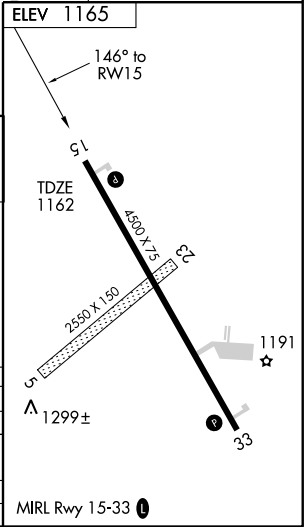
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats.

**MISSED APPROACH:** Climb to 3000 direct OJEKE and hold.

AWOS-3 <b>128.325</b>	OMAHA APP CON <b>120.1 354.05</b>	UNICOM <b>122.7 (CTAF) 0</b>
--------------------------	--------------------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1412-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	1539-1 1/4	377 (400-1 1/4)		NA
LNAV MDA	1580-1	418 (500-1)		NA
CIRCLING	1640-1	475 (500-1)		NA



NC-2, 17 DEC 2009 to 14 JAN 2010

WAAS  
CH 45707  
W33A

APP CRS  
327°

Rwy Idg	<b>4500</b>
TDZE	<b>1162</b>
Apt Elev	<b>1165</b>

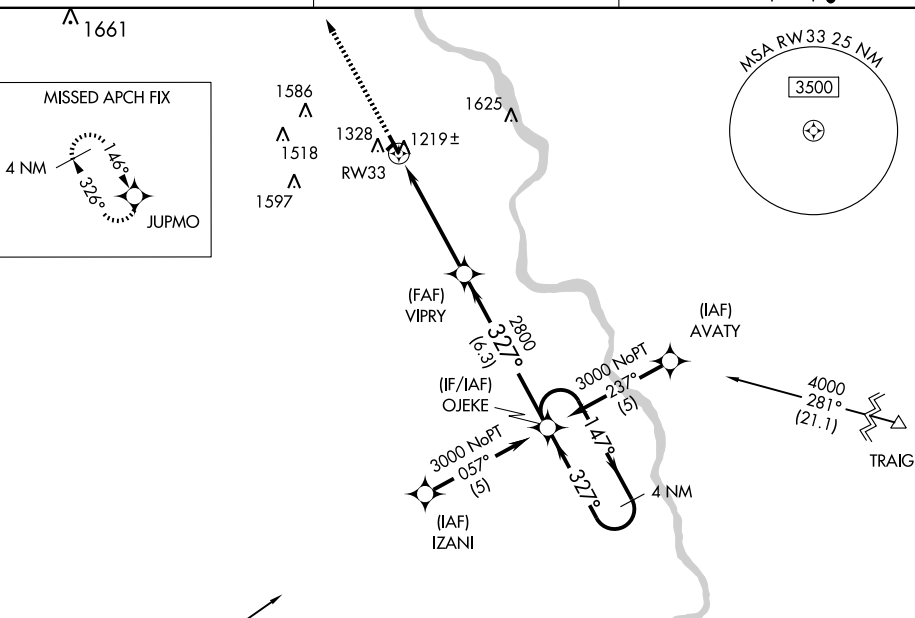
RNAV (GPS) RWY 33  
NEBRASKA CITY MUNI (AFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cots.

**MISSED APPROACH:** Climb to 3000  
direct JUPMO and hold.

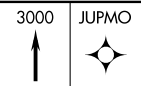
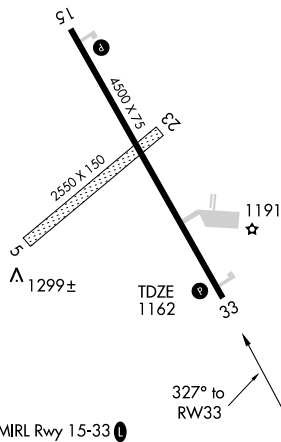
AWOS-3  
128.325

OMAHA APP CON  
120.1 354.05

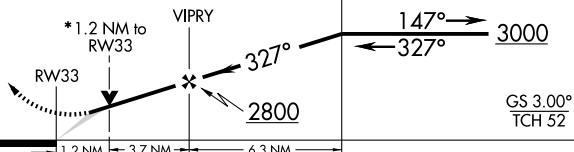
UNICOM  
122.7 (CTAF) **L**PAWNEE CITY  
PWE

Procedure NA for arrivals at PWE VORTAC  
via V307 southwest bound and arrivals at  
TRAIG via V159 southeast bound.

ELEV 1165



\* LNAV only



CATEGORY	A	B	C	D
LPV DA	1412-3/4	250 (300-3/4)		NA
LNAV/ VNAV DA	1526-1 1/4	364 (400-1 1/4)		NA
LNAV MDA	1600-1	438 (500-1)		NA
CIRCLING	1640-1	475 (500-1)		NA

MIRL Rwy 15-33 **L**

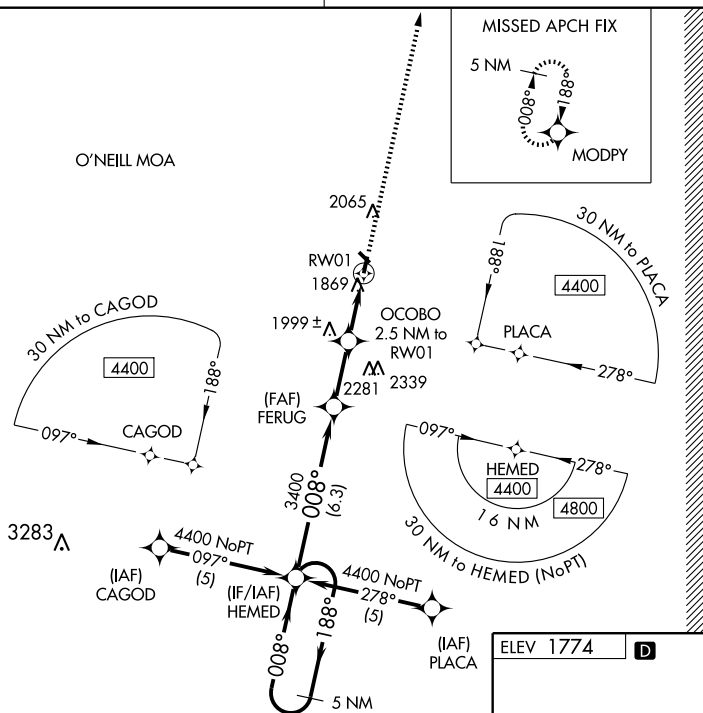
WAAS CH <b>72914</b> <b>W01A</b>	APP CRS <b>008°</b>	Rwy Idg <b>3700</b> TDZE <b>1774</b> Apt Elev <b>1774</b>
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RNAV (GPS) RWY 1  
NELIGH/ANTELOPE COUNTY (4V9)

**T** Baro-VNAV NA. DME/DME RNP-0.3 NA.  
Use Albion altimeter setting; when not received,  
**A** NA use Norfolk altimeter setting and increase all DA/MDA  
40 feet and LNAV/VNAV all Cats visibility  $\frac{1}{4}$  mile.

**MISSED APPROACH:** Climb to 4400 direct MODPY and hold.

MINNEAPOLIS CENTER  
128.0 385.5

UNICOM  
122.8 (CTAF) **L**

5 NM  
Holding Pattern

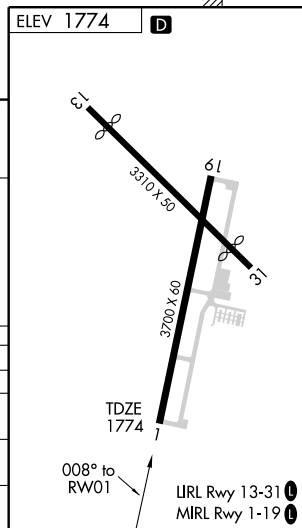
$$\begin{array}{r} 4400 \xleftarrow{188^\circ} \\ \hline \phantom{4400} \xrightarrow{008^\circ} \end{array}$$

GS 3.00°  
TCH 41

AV only

Diagram illustrating the distances between atoms in a 1D lattice. The lattice constant is  $a$ . The distances between the first, second, third, and fourth atoms are labeled as 6.3 nm, 2.4 nm, and 2.5 nm respectively.

CATEGORY		US AIR		US NAV	
		A	B	C	D
LPV	DA	2181-1½	407 (500-1½)	NA	
LNAV/ VNAV	DA	2197-1½	423 (500-1½)	NA	
LNAV MDA		2320-1	546 (600-1)	NA	
CIRCLING		2360-1 586 (600-1)	2440-1 666 (700-1)	NA	



▼

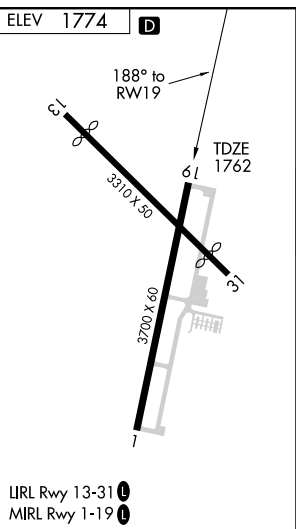
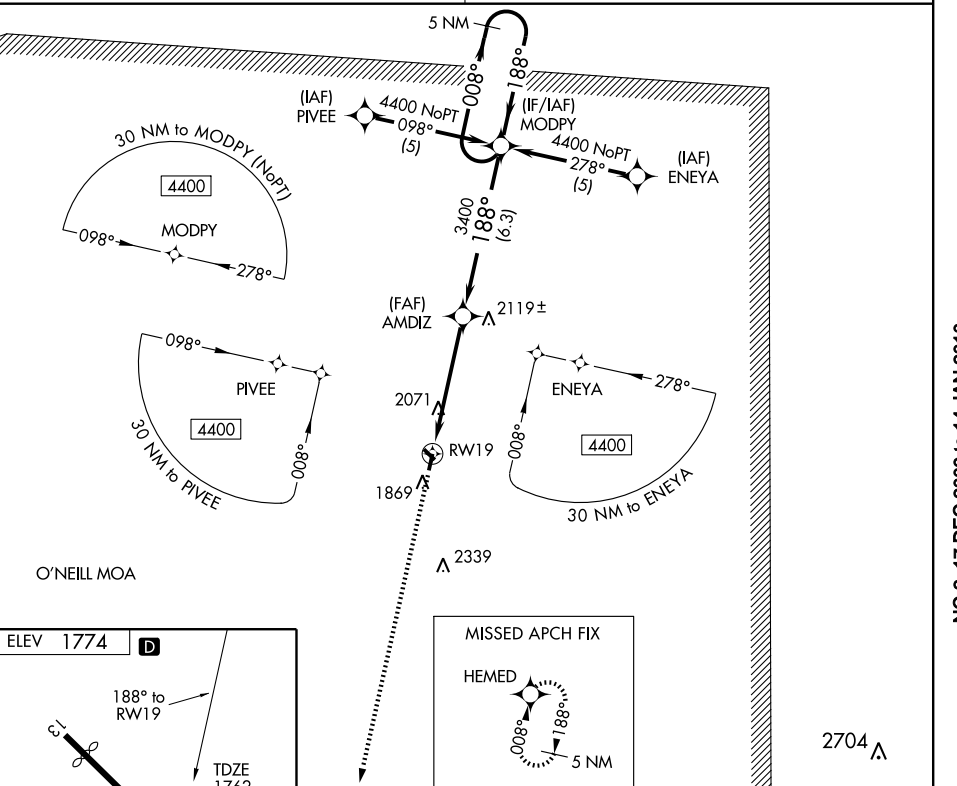
▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Albion altimeter setting, when not received, use Norfolk altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4400 direct HEMED and hold.

MINNEAPOLIS CENTER  
**128.0 385.5**

UNICOM  
**122.8 (CTAF) 1**



<div>4400</div> <div>↑</div>		<div>HEMED</div> <div></div>		<div>MODPY</div> <div>5 NM Holding Pattern</div>	
<div></div> <div>RWY 19</div>		<div>AMDIZ</div> <div></div> <div>3400</div> <div>3.04°</div> <div>TCH 41</div>		<div>008°</div> <div>188°</div> <div>4400</div> <div>VGSI and descent angles not coincident.</div>	
<div>5 NM</div>		<div>6.3 NM</div>			
CATEGORY	A		B	C	D
LNAV MDA	2380-1		618 (700-1)	NA	
CIRCLING	2380-1		2440-1	NA	
	606 (700-1)		666 (700-1)		

NC-2. 17 DEC 2009 to 14 JAN 2010

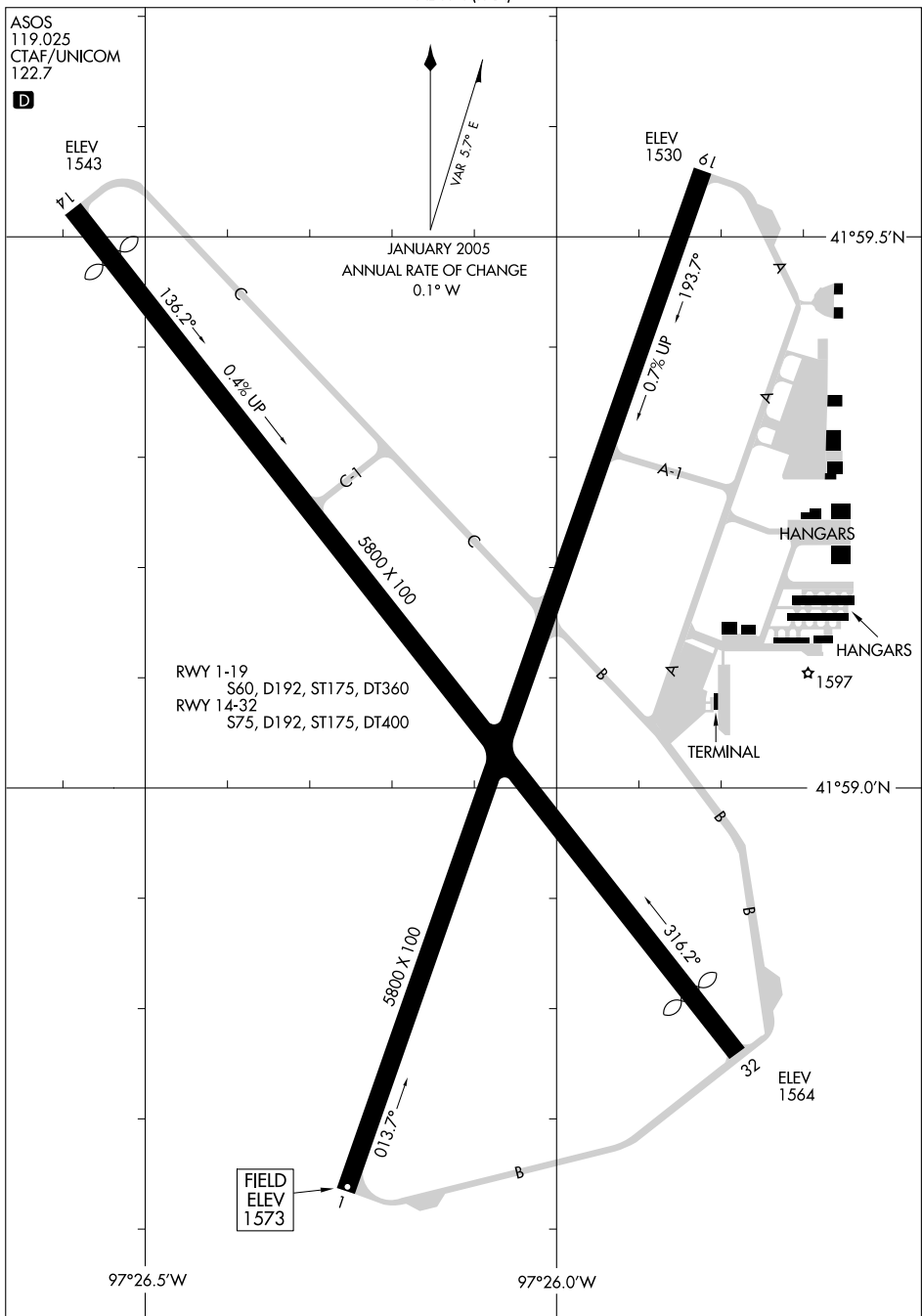
09295  
AIRPORT DIAGRAM

AL-974 (FAA)

NORFOLK, NEBRASKA

ASOS  
119.025  
CTAF/UNICOM  
122.7

D



NC-2. 17 DEC 2009 to 14 JAN 2010

NORFOLK /KARL STEFAN MEMORIAL (OFK)

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 4000 direct OFK VOR/DME and hold.

**122.7 (CTAF) L**



NORFOLK  
109.6 OFK   
Chan 33

COLUMBUS  
111.8 OLU

SLAYS INT  
OFK 16.1

CARSY LOM  
OFK 6.4)

30  
↑

OFK  
  
109.6

ELEV 1573

1569

1567

0.45% Up

5800 X 100

0.7% Up

1597

1613

1625

TDZE 1573

014°

5.7 NM from FAF

REIL Rwy 32

MIRL Rwy 14-32

HIRL Rwy 1-19

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

DME MINIMUMS

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



WAAS CH <b>50120</b> <b>W01A</b>	APP CRS <b>014°</b>	Rwy Idg TDZE Apt Elev <b>5800</b> <b>1573</b> <b>1573</b>
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RNAV (GPS) RWY 1

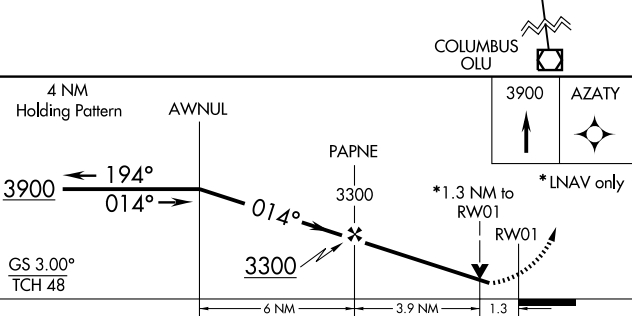
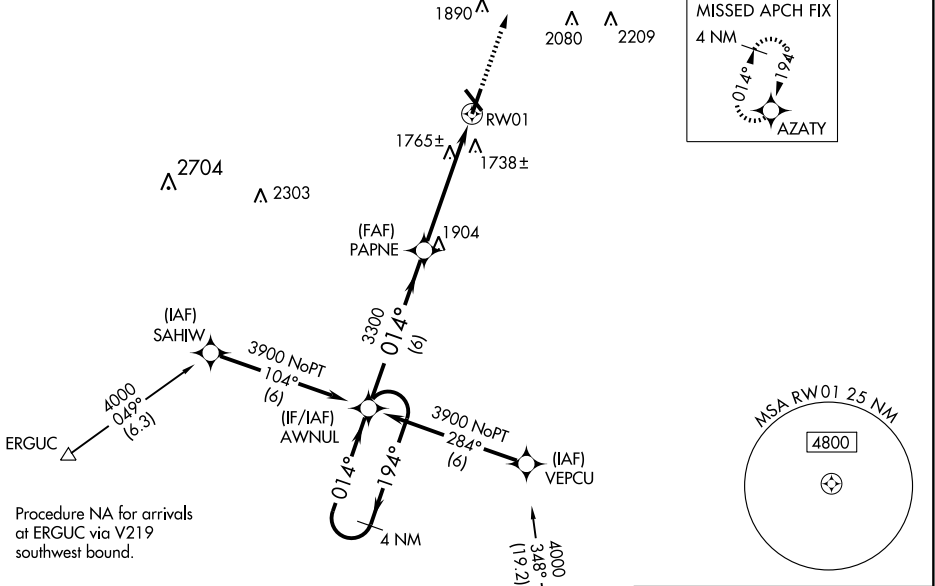
NORFOLK/ KARL STEFAN MEMORIAL (OF K)

**⚠** For inoperative MALS, increase LPV all Cats visibility to 1¼, and LNAV Cat A/B visibility to 1.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting. For inoperative MALS when using Wayne altimeter setting, increase LPV all Cats visibility to 1½.

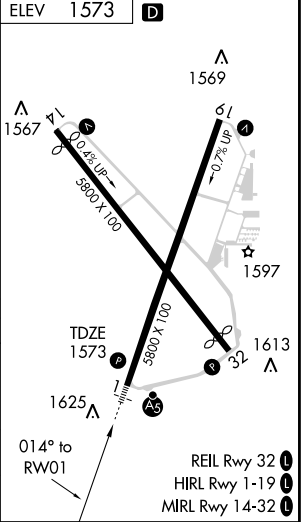
MALS

MISSED APPROACH:  
Climb to 3900 direct  
AZATY and hold.

ASOS <b>119.025</b>	COLUMBUS RADIO <b>122.15</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	1950-¾	377 (400-¾)		NA
LNAV/VNAV DA	2100-1¼	527 (600-1¼)		NA
LNAV MDA	2020-¾	447 (500-¾)		NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA



WAAS CH <b>62915</b> <b>W14A</b>	APP CRS <b>137°</b>	Rwy Idg TDZE Apt Elev	<b>5160</b> <b>1544</b> <b>1573</b>
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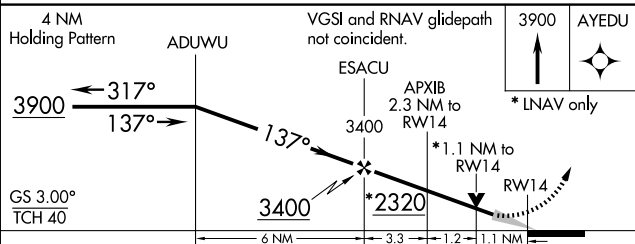
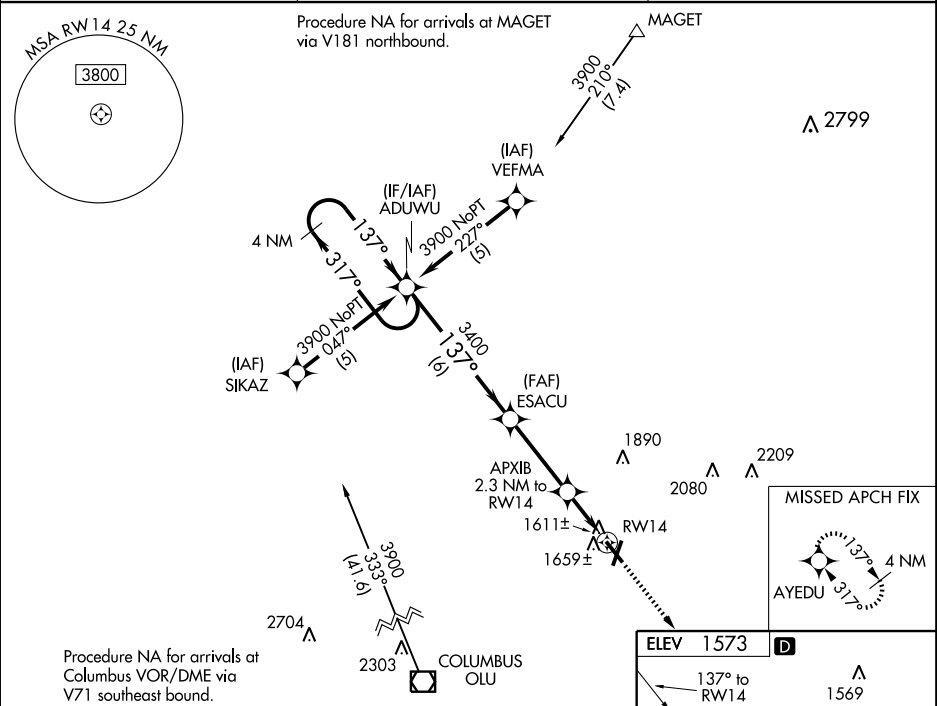
RNAV (GPS) RWY 14

NORFOLK/KARL STEFAN MEMORIAL (OFK)

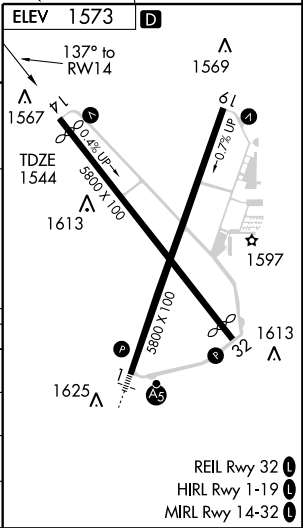
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting.

MISSED APPROACH: Climb to 3900 direct AYEDU and hold.

ASOS <b>119.025</b>	COLUMBUS RADIO <b>122.15</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LPV DA	1825-1	281 (300-1)		NA
LNAV/VNAV DA	1929-1½	385 (400-1½)		NA
LNAV MDA	1920-1	376 (400-1)		NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA



WAAS CH <b>56220</b> <b>W19A</b>	APP CRS <b>194°</b>	Rwy Idg TDZE Apt Elev	<b>5800</b> <b>1543</b> <b>1573</b>
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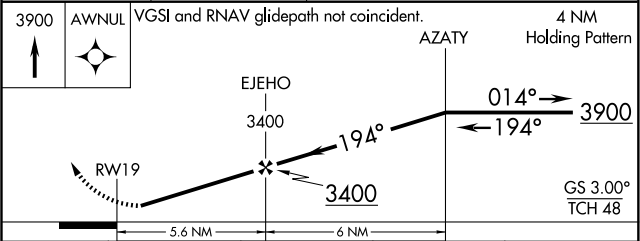
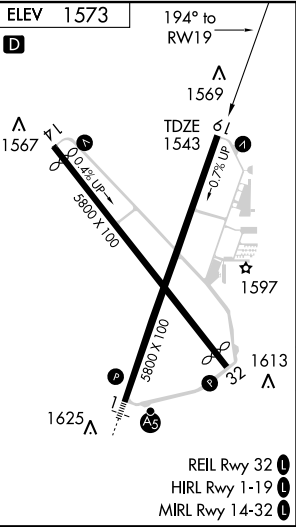
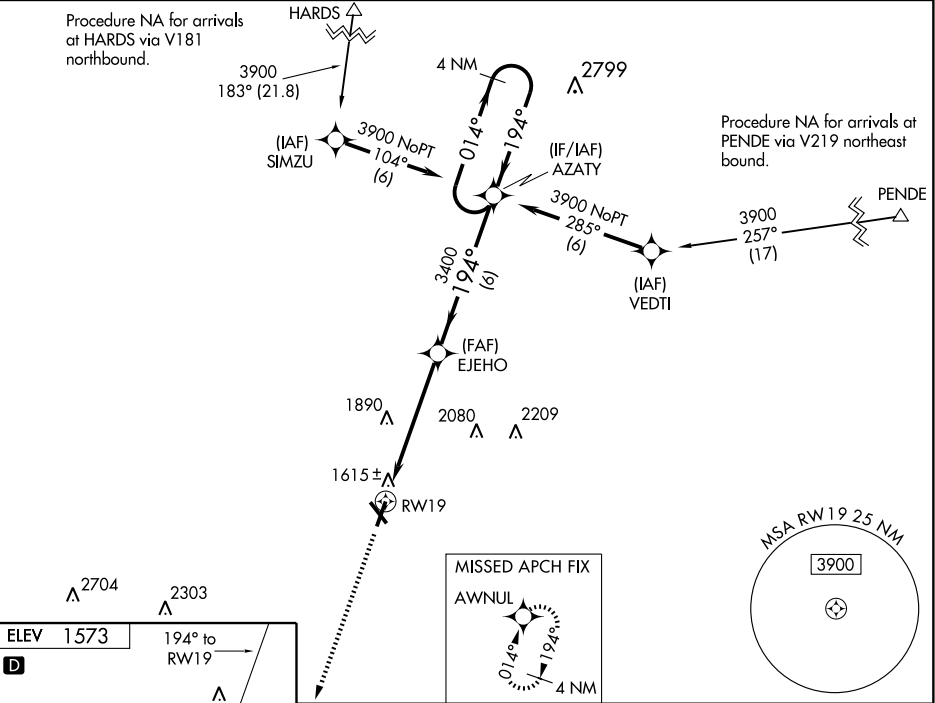
RNAV (GPS) RWY 19

NORFOLK/ KARL STEFAN MEMORIAL (OFK)

**Baro-VNAV NA** when using Wayne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV/Circling Cat C and D visibility ¼ mile.

MISSED APPROACH:  
Climb to 3900 direct  
AWNUL and hold.

ASOS <b>119.025</b>	COLUMBUS RADIO <b>122.15</b>	UNICOM <b>122.7 (CTAF) 1</b>
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CATEGORY	A	B	C	D
LPV DA	1820-1 277 (300-1)			
LNAV/VNAV DA	1900-1¼ 357 (400-1¼)			
LNAV MDA	2180-1 637 (700-1)	2180-1¾ 637 (700-1¾)	2180-2 637 (700-2)	2180-2 637 (700-2)
CIRCLING	2180-1 607 (700-1)	2180-1¾ 607 (700-1¾)	2180-2 607 (700-2)	2180-2 607 (700-2)

WAAS CH <b>86415</b> <b>W32A</b>	APP CRS <b>317°</b>	Rwy Idg TDZE Apt Elev	<b>5160</b> <b>1560</b> <b>1573</b>
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RNAV (GPS) RWY 32

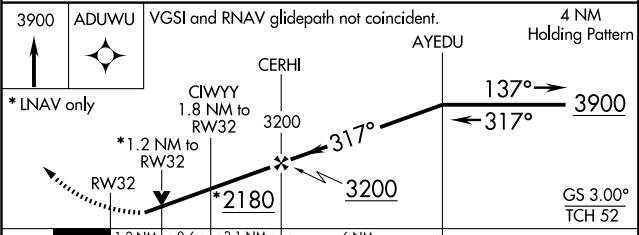
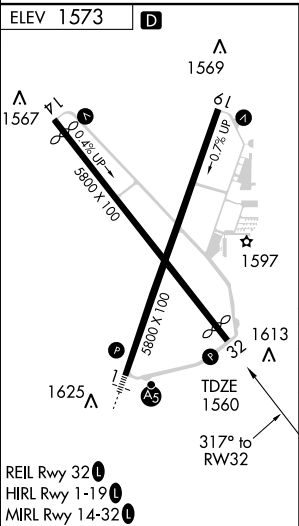
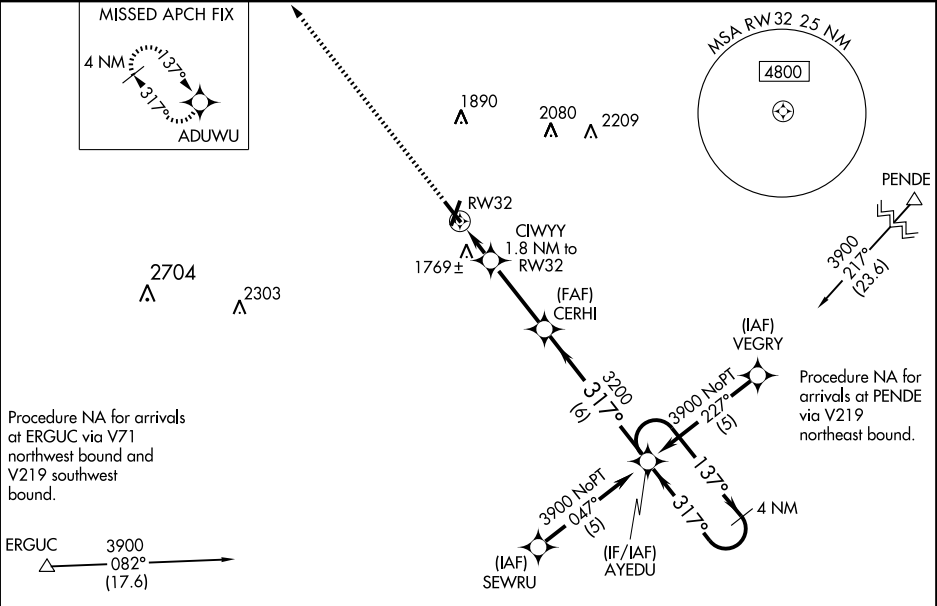
NORFOLK/ KARL STEFAN MEMORIAL (OF K)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting.

**MISSED APPROACH:**  
Climb to 3900 direct ADUWU and hold.

ASOS <b>119.025</b>	COLUMBUS RADIO <b>122.15</b>	UNICOM <b>122.7 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	1858-1	298 (300-1)		NA
LNAV/VNAV DA	2091-1¾	531 (600-1¾)		NA
LNAV MDA	2020-1	460 (500-1)	2020-1¼ 460 (500-1¼)	NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA

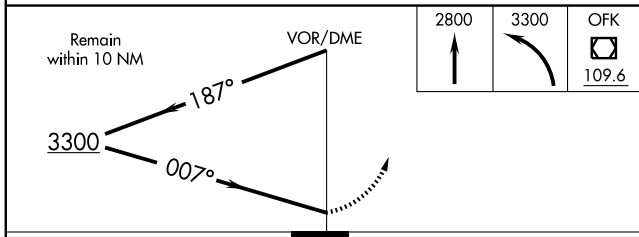
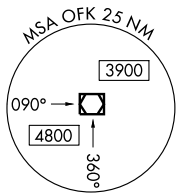
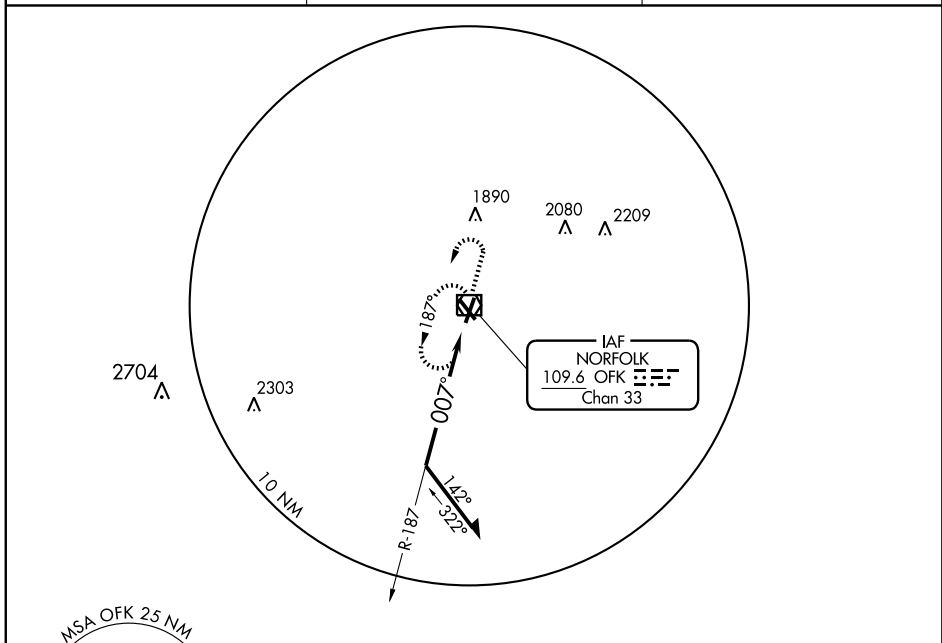
VOR/DME OFK	APP CRS	Rwy Idg	5800
109.6	007°	TDZE	1573
Chan 33		Apt Elev	1573

# VOR RWY 1

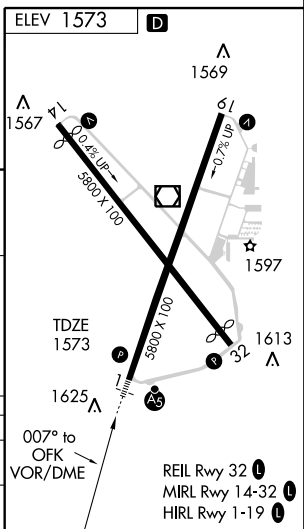
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

<p><b>▼</b></p> <p><b>▲ NA</b></p>	<p>For inoperative MALS, increase S-1 and Cat A, and B visibility to 1 mile.</p>	<p><b>MALS</b></p> <p><b>▲</b></p>	<p><b>MISSED APPROACH:</b> Climb to 2800, then climbing left turn to 3300 direct OFK VOR/DME and hold.</p>
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<p>ASOS</p> <p><b>119.025</b></p>	<p>COLUMBUS RADIO</p> <p><b>122.15</b></p>	<p>UNICOM</p> <p><b>122.7 (CTAF) 0</b></p>
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CATEGORY	A	B	C	D
S-1	2220-3/4	647 (700-3/4)	2220-1/4 647 (700-1/4)	NA
CIRCLING	2220-1	647 (700-1)	2220-1/4 647 (700-1/4)	NA

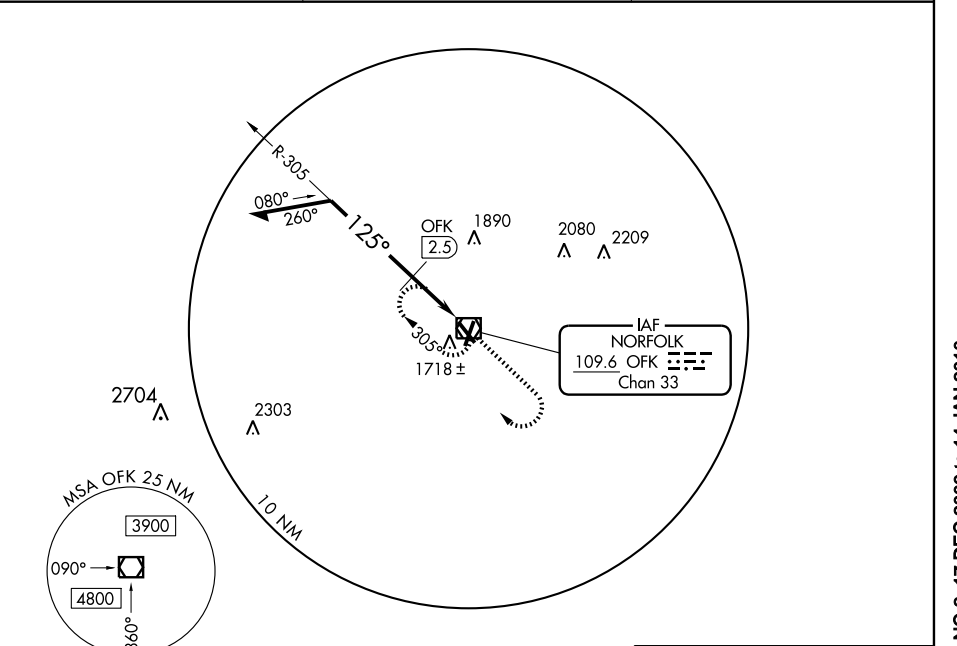


VOR/DME OFK	APP CRS	Rwy Idg	5160
109.6	125°	TDZE	1543
Chan 33		Apt Elev	1573

NA

MISSED APPROACH: Climb to 3400, then right turn direct OFK VOR/DME and hold.

ASOS 119.025	COLUMBUS RADIO 122.15	UNICOM 122.7 (CTAF) 0
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Remain within 10 NM

VOR/DME

3400

OFK 109.6

305°

125°

2220

2.84°

TCH 40

0.9 NM

1.2 NM

0.4

CATEGORY	A	B	C	D
S-14	2220-1	677 (700-1)	2220-2 677 (700-2)	NA
CIRCLING	2220-1	647 (700-1)	2220-2 647 (700-2)	NA
DME MINIMUMS				
S-14	1980-1	437 (500-1)	1980-1½ 437 (500-1½)	NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA

ELEV 1573

D

125° to OFK VOR/DME

1567

1569

1597

1613

1625

5800 X 100

5800 X 100

0.43 UP

0.7% UP

TDZE 1543

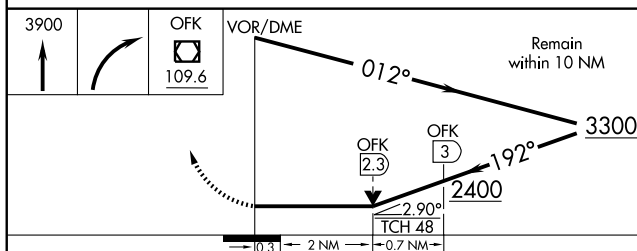
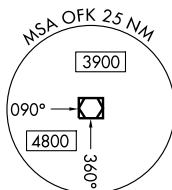
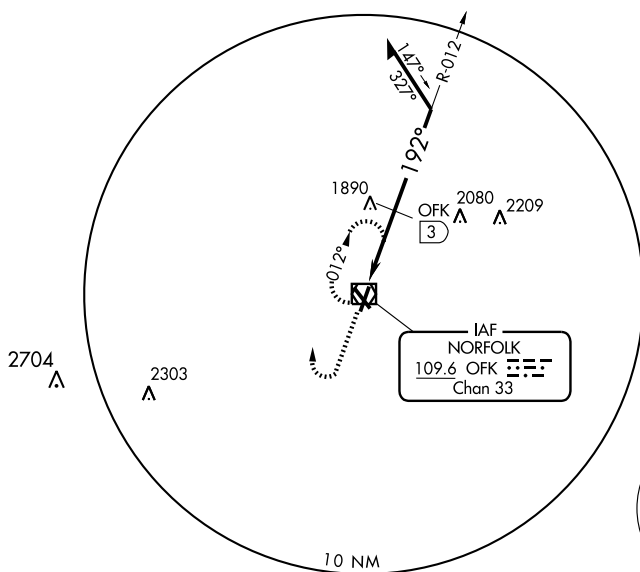
REIL Rwy 32

MIRL Rwy 14-32

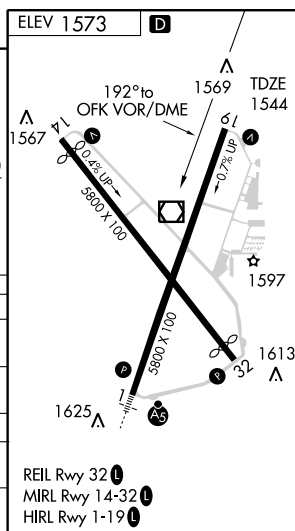
HIRL Rwy 1-19

**MISSED APPROACH:** Climb to 3900 then right turn to OFK VOR/DME and hold.

UNICOM  
122.7 (CTAF) **L**



CATEGORY	A	B	C	D
S-19	2400-1 856 (900-1)	2400-1¼ 856 (900-1¼)	2400-2½ 856 (900-2½)	NA
CIRCLING	2400-1 827 (900-1)	2400-1¼ 827 (900-1¼)	2400-2½ 827 (900-2½)	NA
DME MINIMUMS				
S-19	2200-1	656 (700-1)	2200-1¼ 656 (700-1¼)	NA
CIRCLING	2200-1	627 (700-1)	2200-1¼ 627 (700-1¼)	NA



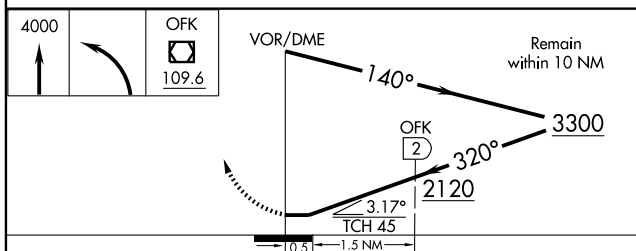
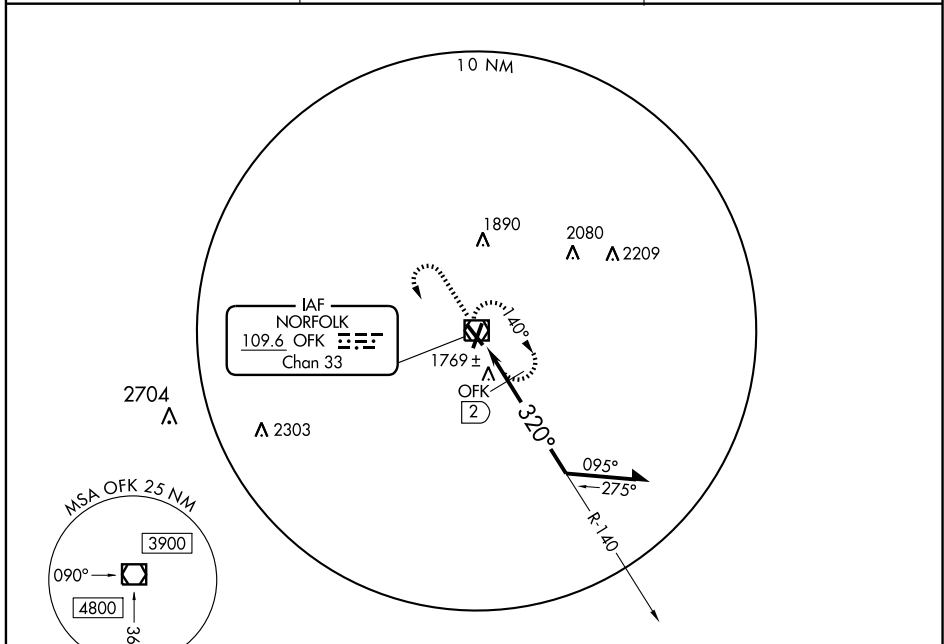
VOR/DME OFK <b>109.6</b> Chan <b>33</b>	APP CRS <b>320°</b>	Rwy Idg TDZE Apt Elev <b>5160</b> <b>1564</b> <b>1573</b>
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# VOR RWY 32

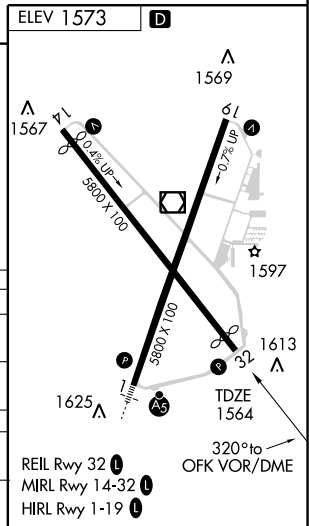
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

<p><b>▼</b></p> <p><b>▲ NA</b></p>	<p>MISSED APPROACH: Climb to 4000 then left turn direct OFK VOR/DME and hold.</p>
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<p>ASOS <b>119.025</b></p>	<p>COLUMBUS RADIO <b>122.15</b></p>	<p>UNICOM <b>122.7</b> (CTAF) <b>0</b></p>
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CATEGORY	A	B	C	D
S-32	2120-1	556 (600-1)	2120-1½ 556 (600-1½)	NA
CIRCLING	2120-1	547 (600-1)	2120-1½ 547 (600-1½)	NA
DME MINIMUMS				
S-32	2020-1	456 (500-1)	2020-1¼ 456 (500-1¼)	NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA







LOC I-LBF <b>111.5</b>	APP CRS <b>297°</b>	Rwy Idg TDZE Apt Elev <b>8000</b> <b>2770</b> <b>2778</b>	NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)
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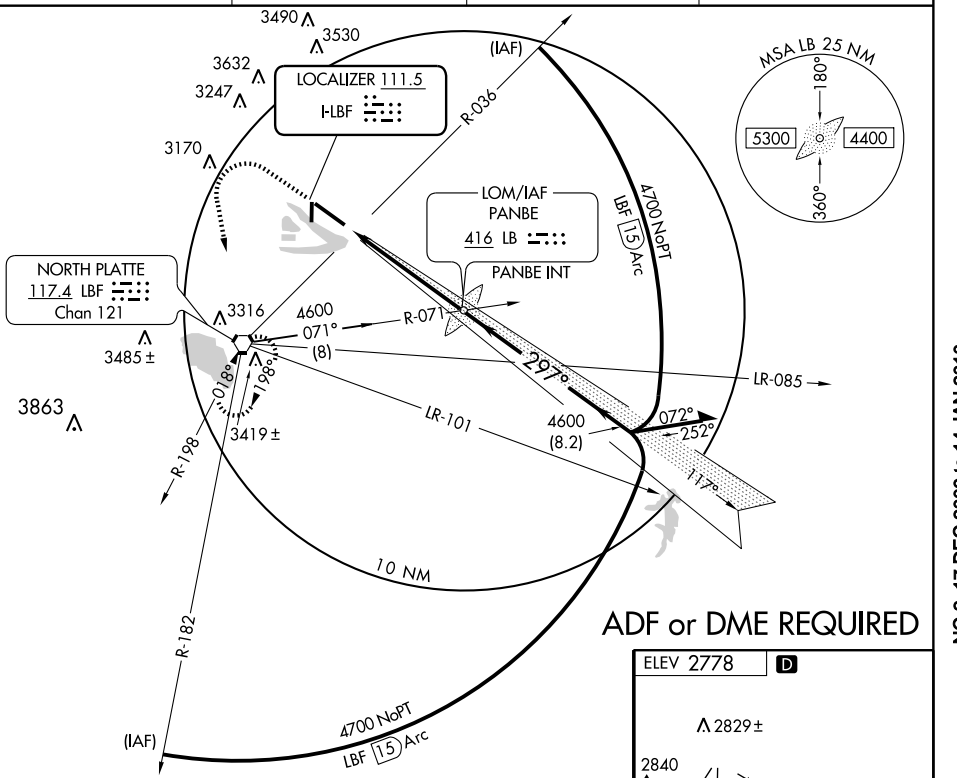
▼

▲

MALSR

MISSED APPROACH: Climb to 4900 then left turn  
direct LBF VORTAC and hold.

ASOS <b>118.425</b>	DENVER CENTER <b>132.7 397.85</b>	CLNC DEL <b>132.7</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
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4900

▲

LBF

117.4

PANBE LOM/INT

4521

117°

4600

297°

4600

GS 3.00°

TCH 53

5.3 NM

Remain within 10 NM

CATEGORY	A	B	C	D	
S-ILS 30	2970-1/2 200 (200-1/2)				
S-LOC 30	3200-1/2 430 (500-1/2)		3200-3/4 430 (500-3/4)	3200-1 430 (500-1)	
CIRCLING	3340-1 562 (600-1)		3340-1 1/2 562 (600-1 1/2)	3360-2 582 (600-2)	

HIRL Rwy 12-30 **1**

REIL Rwy 35 **1**

MIRL Rwy 17-35 **1**

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

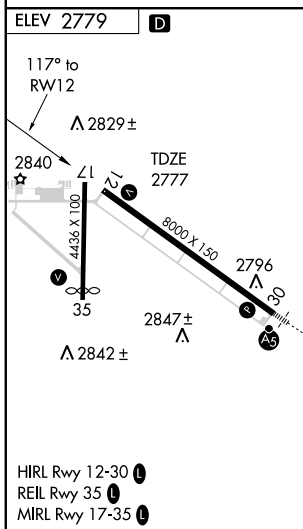
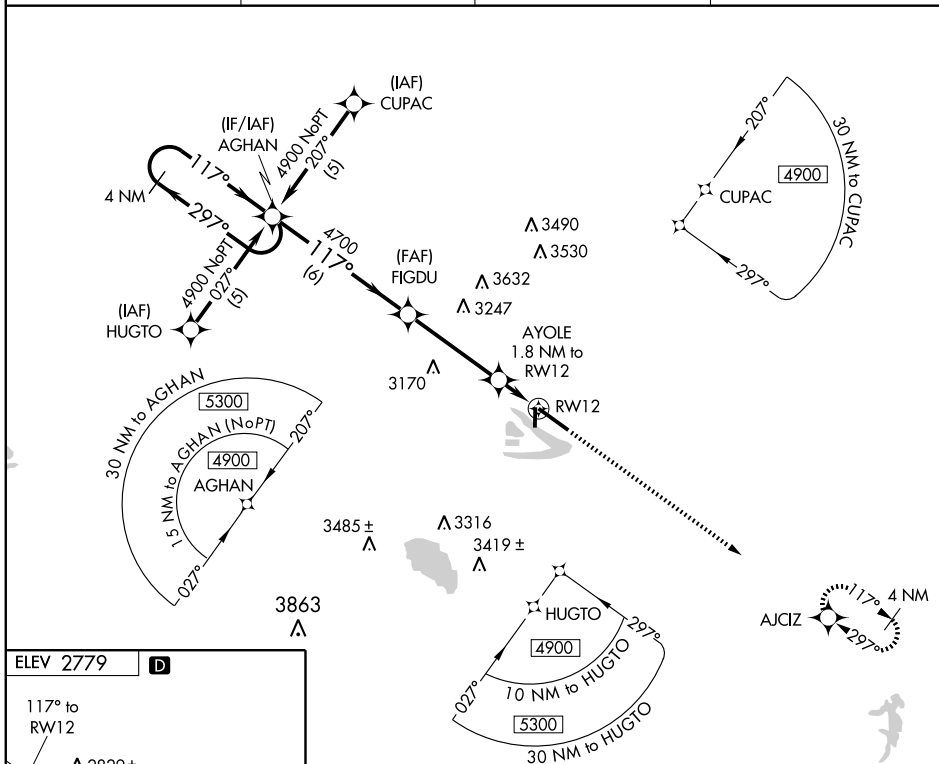
NC-2: 17 DEC 2009 to 14 JAN 2010

## RNAV (GPS) RWY 12

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

APP CRS	Rwy Idg	<b>8000</b>
<b>117°</b>	TDZE	<b>2777</b>
	Apt Elev	<b>2779</b>

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 4700 direct AJCIZ and hold.	
ASOS <b>118.425</b>	DENVER CENTER <b>132.7 397.85</b>	CLNC DEL <b>132.7</b>	UNICOM <b>123.0 (CTAF) ①</b>



4 NM Holding Pattern		AGHAN		4700		AJCIZ	
4900 ← 297° 117° →		117°		4700		3.05° TCH 55	
		6 NM		4 NM		1.8 NM	
		A		B		C	
CATEGORY		A		B		C	
LNAV MDA		3280-1 503 (600-1)		3280-1½ 503 (600-1½)			
CIRCLING		3360-1 581 (600-1)		3380-1 601 (700-1)		3400-1¾ 621 (700-1¾)	
						3400-2 621 (700-2)	

## RNAV (GPS) RWY 30

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

WAAS CH <b>60915</b> W30A	APP CRS <b>297°</b>	Rwy Idg TDZE Apt Elev <b>2779</b>
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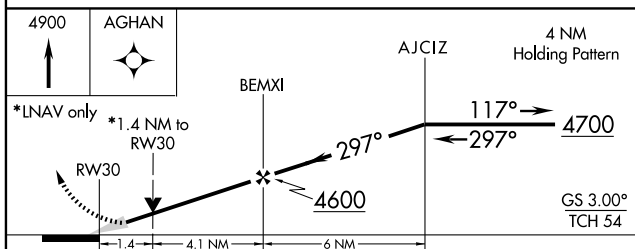
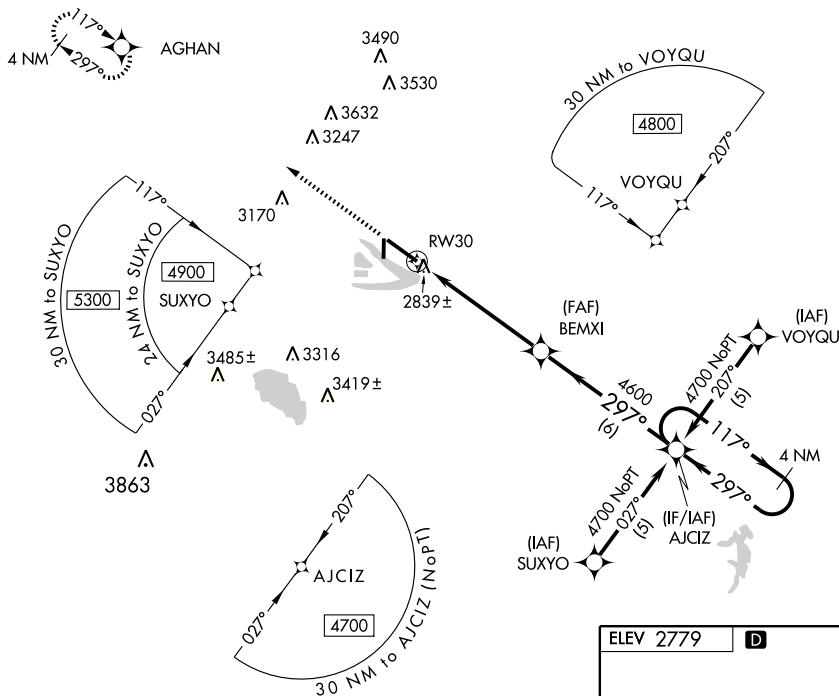
BARO VNAV NA below -20°C (-4°F).  
DME/DME RNP-0.3 NA.  
For inoperative MALSR increase LPV visibility to 1 all Cats.

MALSR

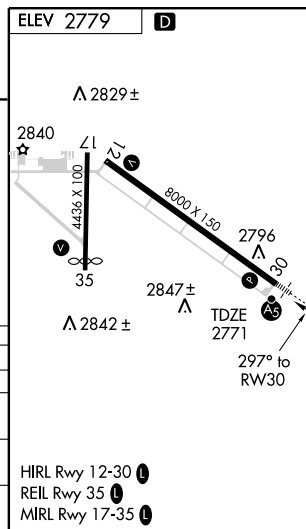


MISSED APPROACH: Climb to 4900 direct  
AGHAN and hold.

ASOS <b>118.425</b>	DENVER CENTER <b>132.7 397.85</b>	CLNC DEL <b>132.7</b>	UNICOM <b>123.0 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA		3050-1/2	279 (300-1/2)	
LNNAV/VNAV DA		3180-1	409 (500-1)	
LNNAV MDA	3280-1/2	509 (600-1/2)	3280-1	509 (600-1)
CIRCLING	3360-1 1/2 581 (600-1 1/2)	3380-1 1/2 601 (700-1 1/2)	3400-1 3/4 621 (700-1 3/4)	3400-2 621 (700-2)



HIRL Rwy 12-30


REIL Rwy 35

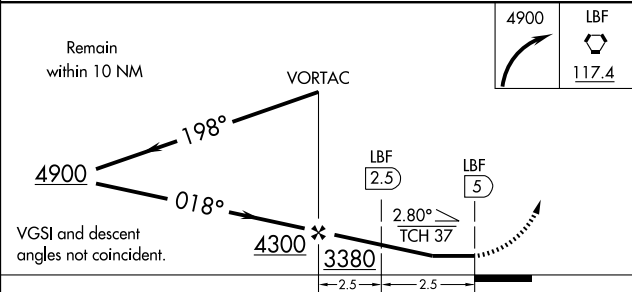
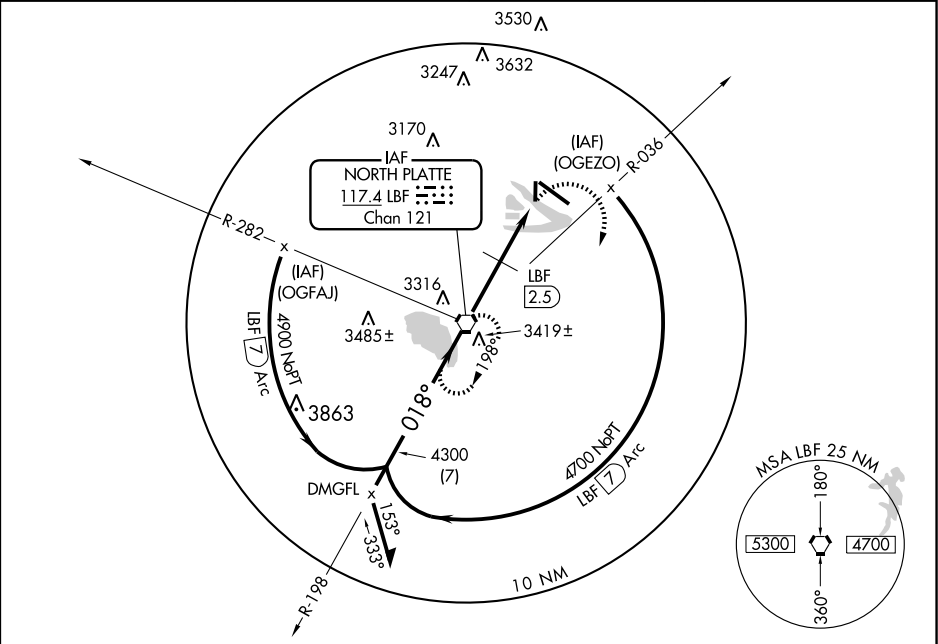
MIRL Rwy 17-35

VORTAC LBF	APP CRS	Rwy Idg	4135
117.4	018°	TDZE	2775
Chan 121		Apt Elev	2778

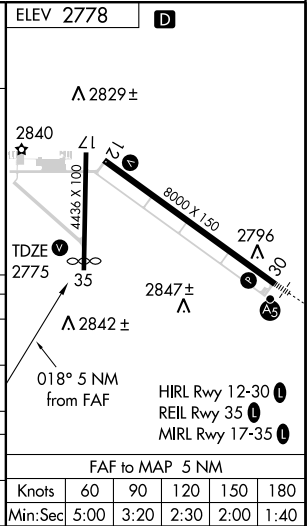
VOR or GPS RWY 35

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

		MISSED APPROACH: Climbing right turn to 4900 direct LBF VORTAC and hold.	
ASOS 118.425	DENVER CENTER 132.7 397.85	CLNC DEL 132.7	UNICOM 123.0 (CTAF) 0





CATEGORY	A	B	C	D
S-35	3380-1	605 (700-1)	3380-1¼ 605 (700-1¼)	3380-2 605 (700-2)
CIRCLING	3380-1	602 (700-1)	3380-1¼ 602 (700-1¼)	3380-2 602 (700-2)
DME MINIMUMS				
S-35	3180-1	405 (500-1)	3180-1¼ 405 (500-1¼)	
CIRCLING	3340-1	562 (600-1)	3340-1½ 562 (600-1½)	3360-2 582 (600-2)

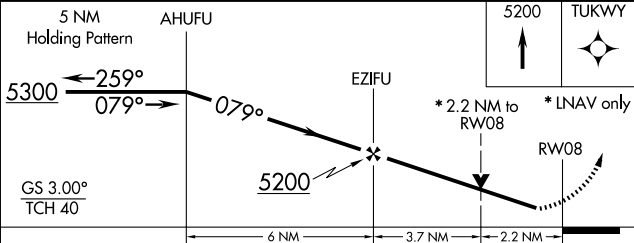
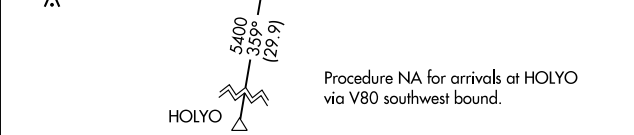
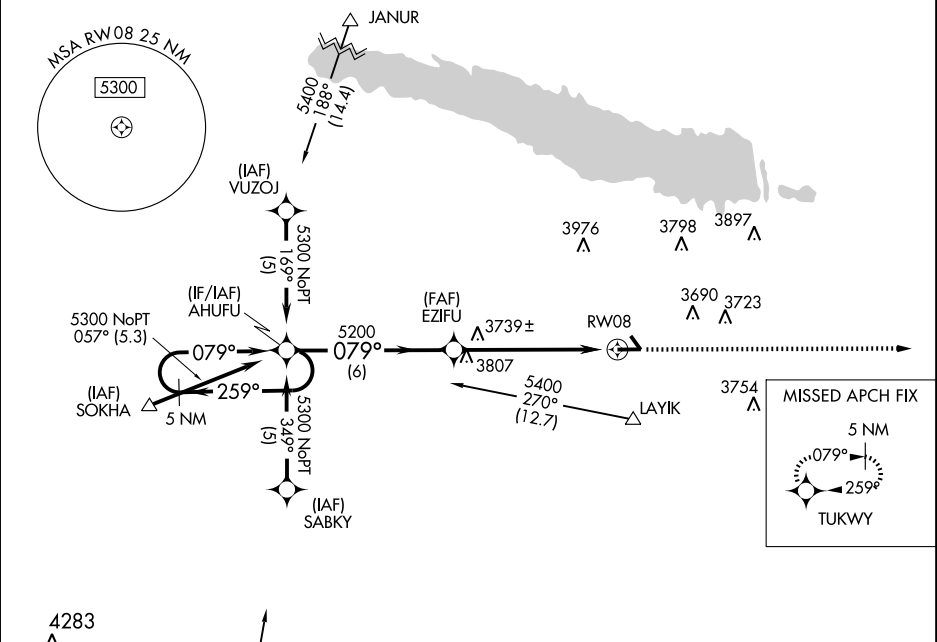


WAAS CH <b>57903</b> <b>W08A</b>	APP CRS <b>079°</b>	Rwy Idg TDZE Apt Elev	<b>5102</b> <b>3260</b> <b>3278</b>
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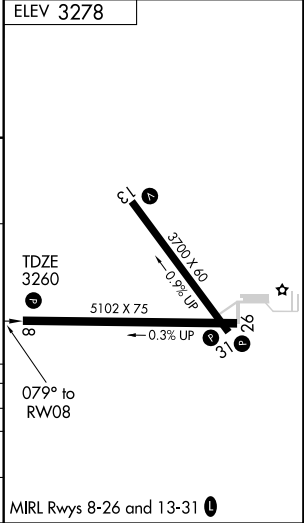
**RNAV (GPS) RWY 8**  
OGALLALA/SEARLE FIELD (OGA)

 	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Imperial altimeter setting.	MISSED APPROACH: Climb to 5200 direct TUKWY and hold.
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AWOS-3 <b>121.275</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8</b> (CTAF) 
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CATEGORY	A	B	C	D
LPV DA	3510-1 250 (300-1)			NA
LNAV MDA	4000-1 740 (800-1)		4000-2 740 (800-1)	NA
CIRCLING	4000-1 722 (800-1)		4000-2 722 (800-1)	NA



▼

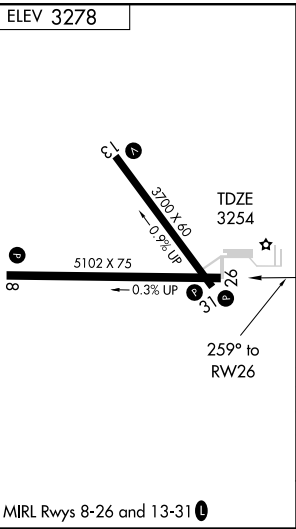
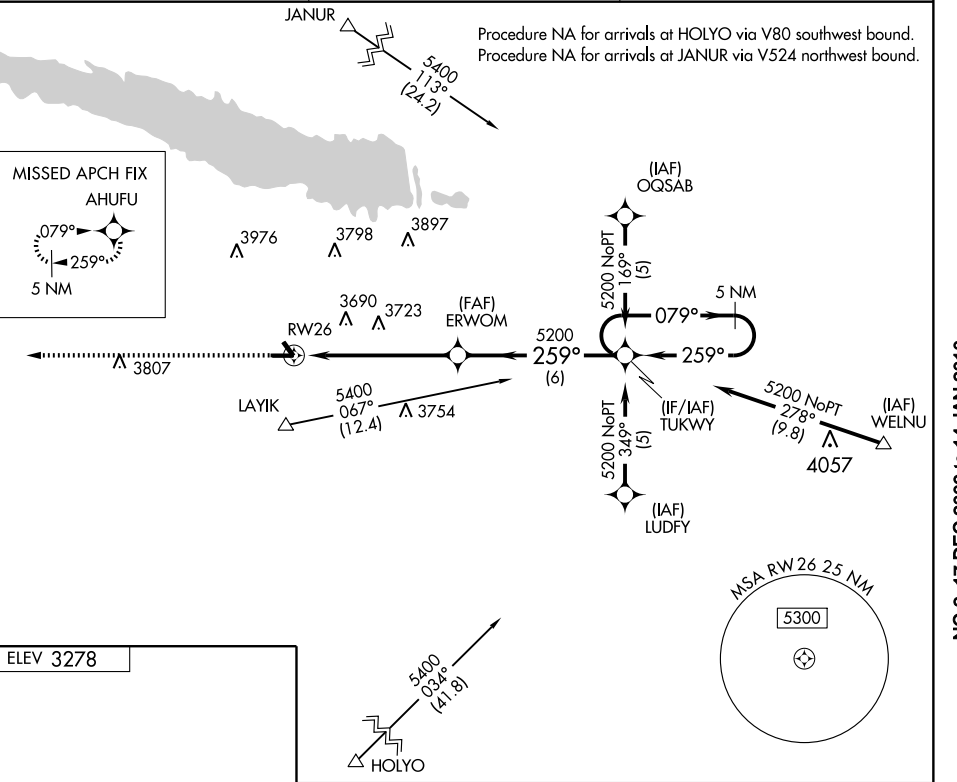
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▲

If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet.

MISSED APPROACH: Climb to 5300 direct AHUFU and hold.

AWOS-3 <b>121.275</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF) 0</b>
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	5300	↑	AHUFU	ERWOM	TUKWY	5 NM Holding Pattern
				259°	079°	5200
				5200	259°	5200
				5.9 NM	6 NM	GS 3.00° TCH 50
CATEGORY	A	B	C	D		
LPV DA	3504-1	250 (300-1)				NA
LNAV MDA	3920-1	666 (700-1)	3920-1 3/4 666 (700-1 3/4)			NA
CIRCLING	3940-1 662 (700-1)	3980-1 702 (800-1)	4000-2 722 (800-1)			NA

VOR/DME SAE <b>110.2</b> Chan <b>39</b>	APP CRS <b>072°</b>	Rwy Idg TDZE Apt Elev <b>5102</b> <b>3260</b> <b>3278</b>
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# VOR/DME RWY 8

OGALLALA/SEARLE FIELD (OGA)



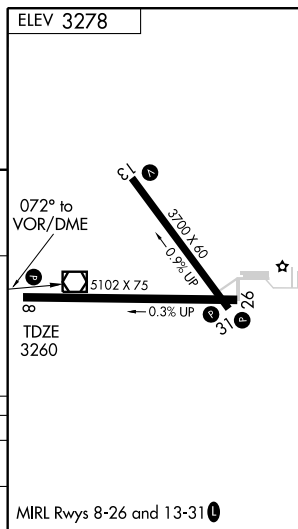
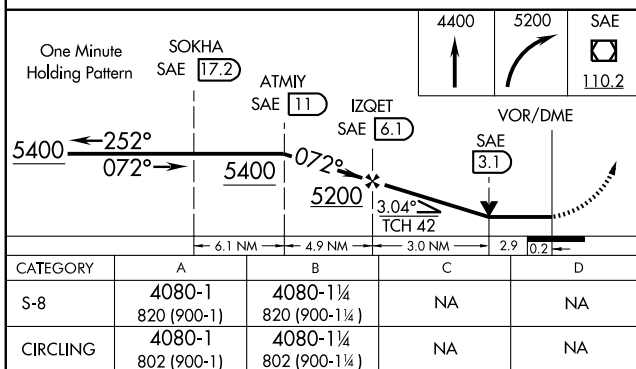
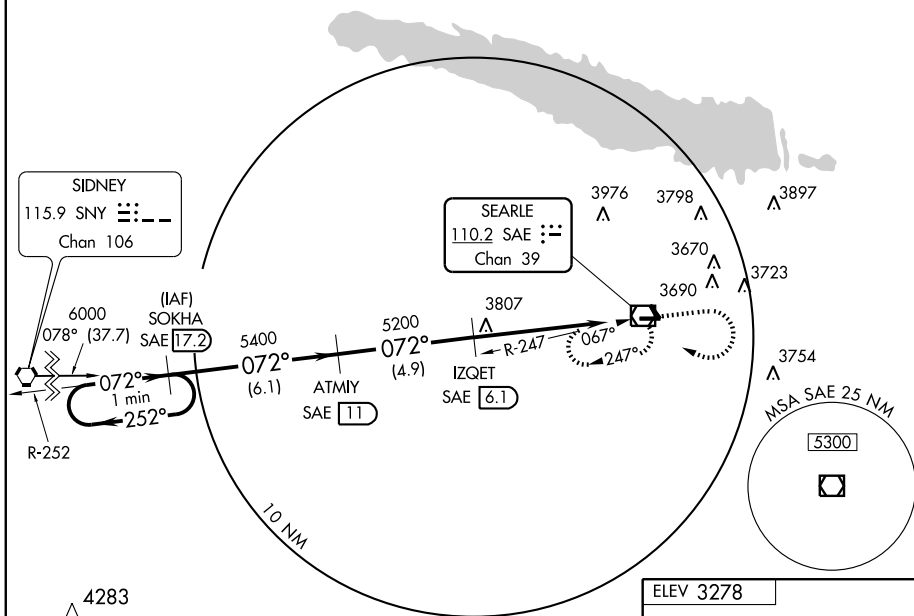
NA

MISSED APPROACH: Climb to 4400 then climbing right turn to 5200 direct SAE VOR/DME and hold

AWOS-3  
**121.275**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8 (CTAF) 0**





VOR/DME SAE <b>110.2</b> Chan <b>39</b>	APP CRS <b>263°</b>	Rwy Idg TDZE Apt Elev <b>5102</b> <b>3254</b> <b>3278</b>
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# VOR/DME RWY 26

OGALLALA/SEARLE FIELD (OGA)



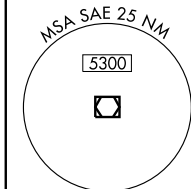
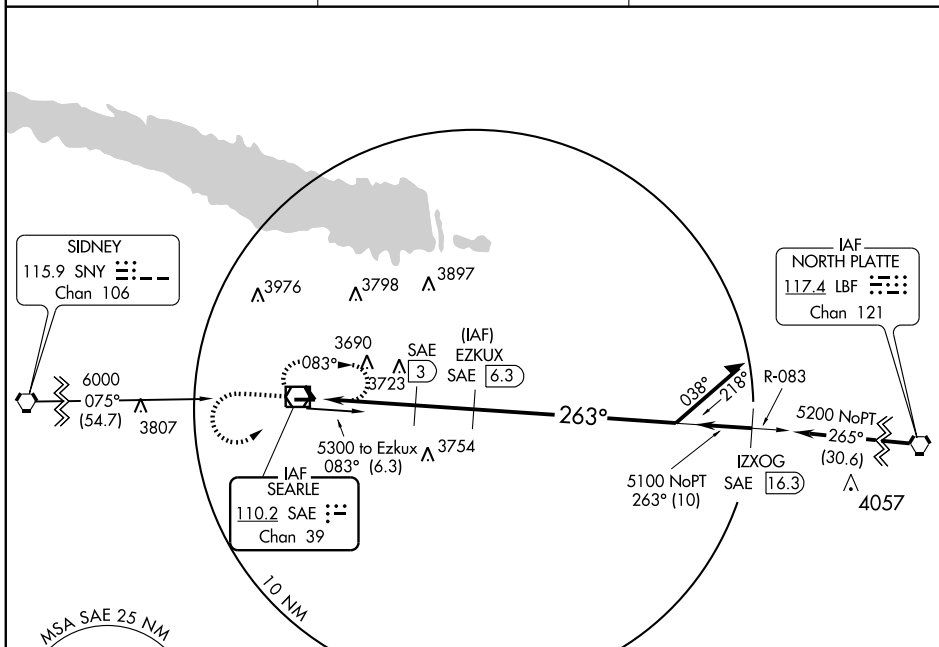
NA

MISSED APPROACH: Climb to 4200 then climbing left turn to 5200 direct SAE VOR/DME and hold.

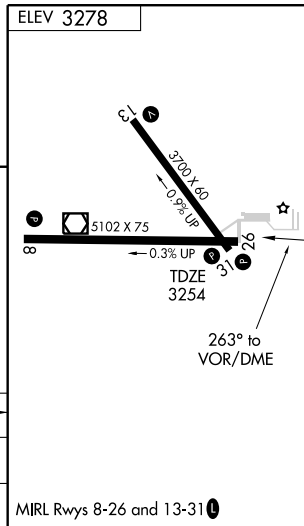
AWOS-3  
**121.275**

DENVER CENTER  
**132.7 397.85**

UNICOM  
**122.8** (CTAF) **0**





4200	5200	SAE 110.2	EZKUX SAE 6.3	Remain within 10 NM
CATEGORY	A	B	C	D
S-26	3760-1	506 (600-1)	NA	NA
CIRCLING	3940-1 662 (700-1)	3960-1 682 (700-1)	NA	NA



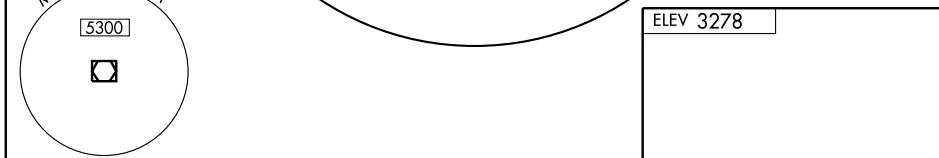
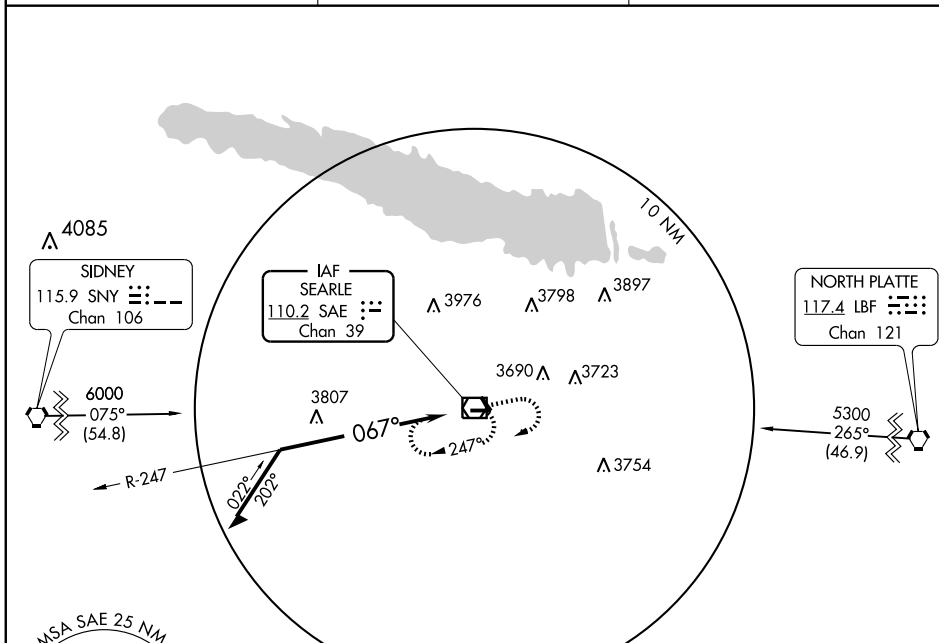
MIRL Rwy 8-26 and 13-31 **0**




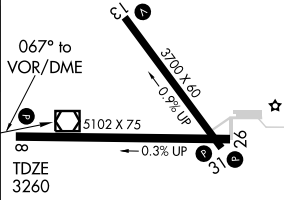
VOR/DME SAE <b>110.2</b> Chan <b>39</b>	APP CRS <b>067°</b>	Rwy Idg TDZE Apt Elev <b>5102</b> <b>3260</b> <b>3278</b>
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**VOR RWY 8**  
OGALLALA/SEARLE FIELD (OGA)

  NA	MISSED APPROACH: Climb to 5300 then right turn to SAE VOR/DME and hold.
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AWOS-3 <b>121.275</b>	DENVER CENTER <b>132.7 397.85</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Remain within 10 NM 5300 067° 247° SAE 3.3 3.1 NM 0.2		5300   SAE  110.2	ELEV 3278  067° to VOR/DME 3700 X 60 0.9% UP 0.3% UP TDZE 3260 5102 X 75 31 26	
CATEGORY	A	B	C	D
S-8	4120-1 860 (900-1)	4120-1¼ 860 (900-1¼)	NA	NA
CIRCLING	4120-1 842 (900-1)	4120-1¼ 842 (900-1¼)	NA	NA

MIRL Rwy 8-26 and 13-31 0

VOR/DME SAE <b>110.2</b> Chan <b>39</b>	APP CRS <b>263°</b>	Rwy Idg <b>5102</b> TDZE <b>3254</b> Apt Elev <b>3278</b>
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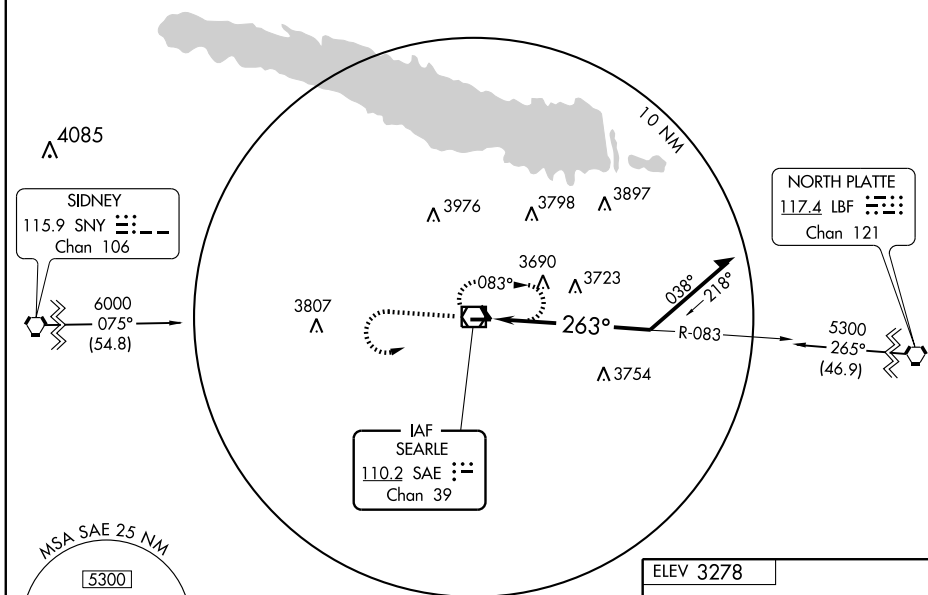
VOR RWY 26  
OGALLALA/SEARLE FIELD (OGA)






**A NA**

**MISSED APPROACH:** Climb to 4300 then climbing left turn to 5300 direct SAE VOR/DME and hold.

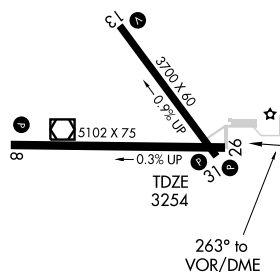
AWOS-3  
121,275

DENVER CENTER  
132.7 397.85UNICOM  
122.8 (CTAF) **L**

NC-2. 17 DEC 2009 to 14 JAN 2010

4300	5300	SAE
		
		110.2

ELEV 3278



CATEGORY	A	B	C	D
S-26	4040-1 786 (800-1)	4040-1¼ 786 (800-1¼)	NA	NA
CIRCLING	4040-1 762 (800-1)	4040-1¼ 762 (800-1¼)	NA	NA

MIRL Rwy 8-26 and 13-31 **L**

NDB MLE <b>371</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>3588</b> <b>1051</b> <b>1051</b>
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# NDB RWY 12

OMAHA/MILLARD (MLE)



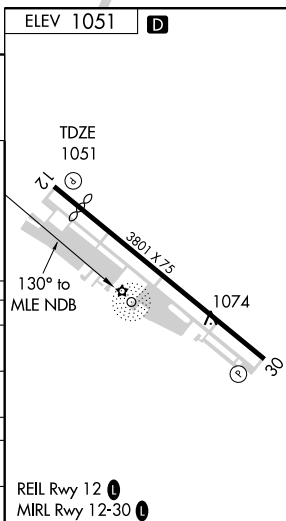
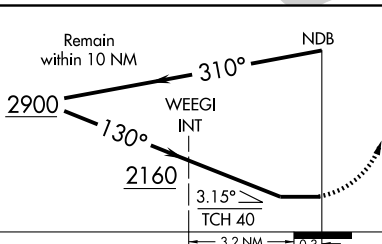
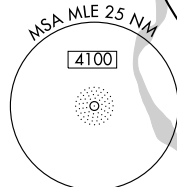
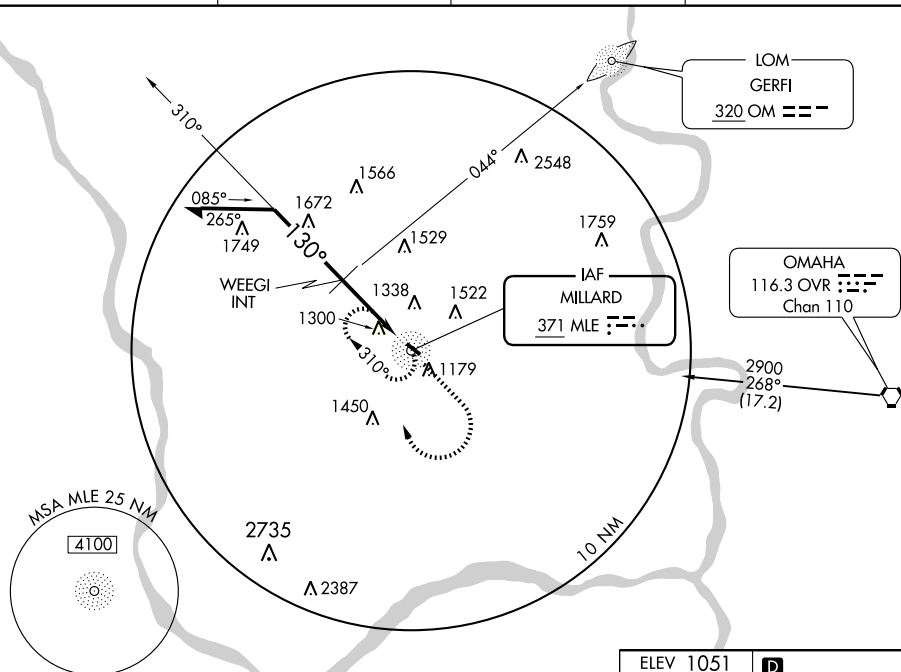
MISSED APPROACH: Climb to 2900 then right turn direct MLE NDB and hold.

AWOS-3  
**118.25**

OMAHA APP CON  
**120.1 354.05**

CLNC DEL  
**125.4**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D
S-12	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
CIRCLING	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
WEEGI FIX MINIMUMS				
S-12	1700-1 649 (700-1)	1700-1¾ 649 (700-1¾)	1700-1¾ 649 (700-1¾)	NA
CIRCLING	1700-1 649 (700-1)	1760-2 709 (800-2)	1760-2 709 (800-2)	NA

WAAS CH <b>78402</b> <b>W12A</b>	APP CRS <b>123°</b>	Rwy Idg TDZE Apt Elev	<b>3588</b> <b>1051</b> <b>1051</b>
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## RNAV (GPS) RWY 12

OMAHA/MILLARD (MLE)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all DAs/MDAs 80 feet. BARO-VNAV NA when using Council Bluffs Muni altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 95°C (203°F). Visibility reduction by helicopters NA.

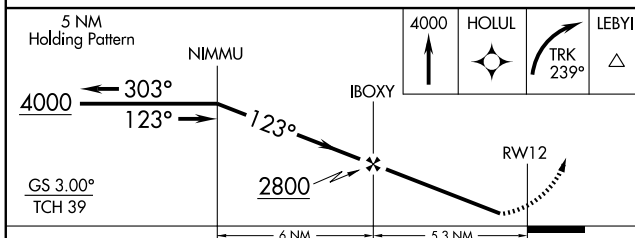
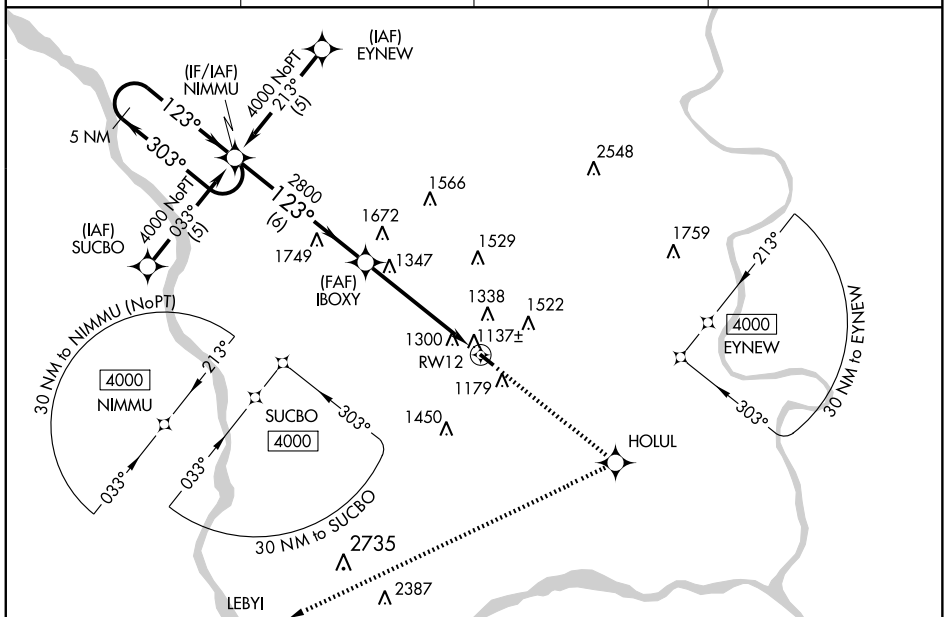
MISSED APPROACH: Climb to 4000 direct HOLUL and right turn via 239° track to LEBYI and hold.

AWOS-3  
**118.25**

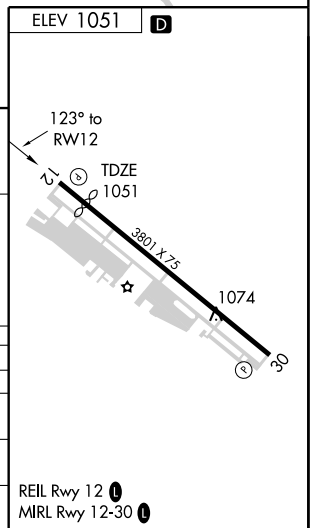
OMAHA APP CON  
**120.1 354.05**

CLNC DEL  
**125.4**

UNICOM  
**123.0 (CTAF) ①**



CATEGORY	A	B	C	D
LPV DA	1387-1¼	336 (400-1¼)		NA
LNAV/VNAV DA	1668-2	617 (700-1)		NA
LNAV MDA	1660-1	609 (700-1)	1660-1¾ 609 (700-1¾)	NA
CIRCLING	1700-2	649 (700-2)	1760-2 709 (800-2)	NA



REIL Rwy 12 ①  
MIRL Rwy 12-30 ①

APP CRS	Rwy Idg	<b>3801</b>
<b>303°</b>	TDZE	<b>1050</b>
	Apt Elev	<b>1051</b>

## RNAV (GPS) RWY 30

OMAHA/MILLARD (MLE)



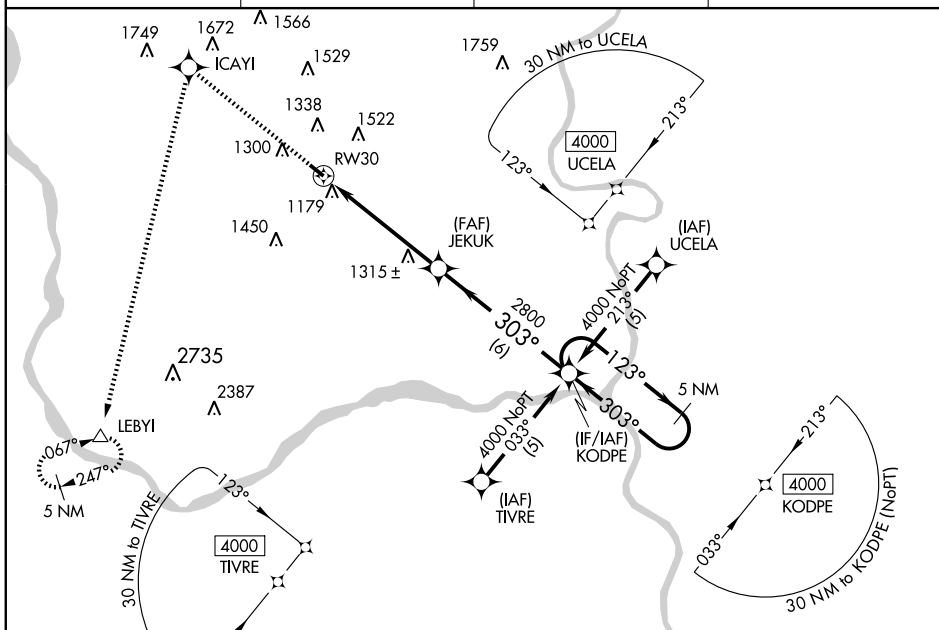
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 4000  
direct ICAYI and left turn via 187°  
track to LEBYI and hold.

AWOS-3  
118.25

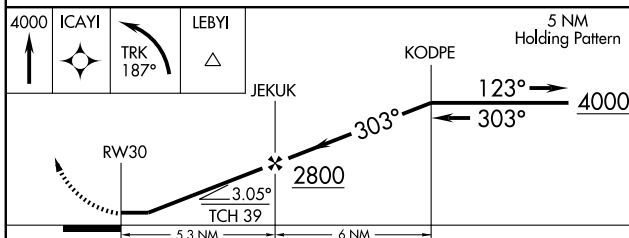
OMAHA APP CON  
120.1 354.05

CLNC DEL  
**125.4**

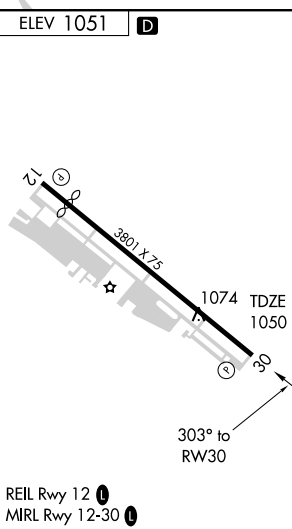
UNICOM  
123.0 (CTAF) **L**

NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 1051	D
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CATEGORY	A	B	C	D
LNAV MDA	1620-1	570 (600-1)	1620-1½ 570 (600-1½)	NA
CIRCLING	1700-1	649 (700-1)	1760-2 709 (800-2)	NA



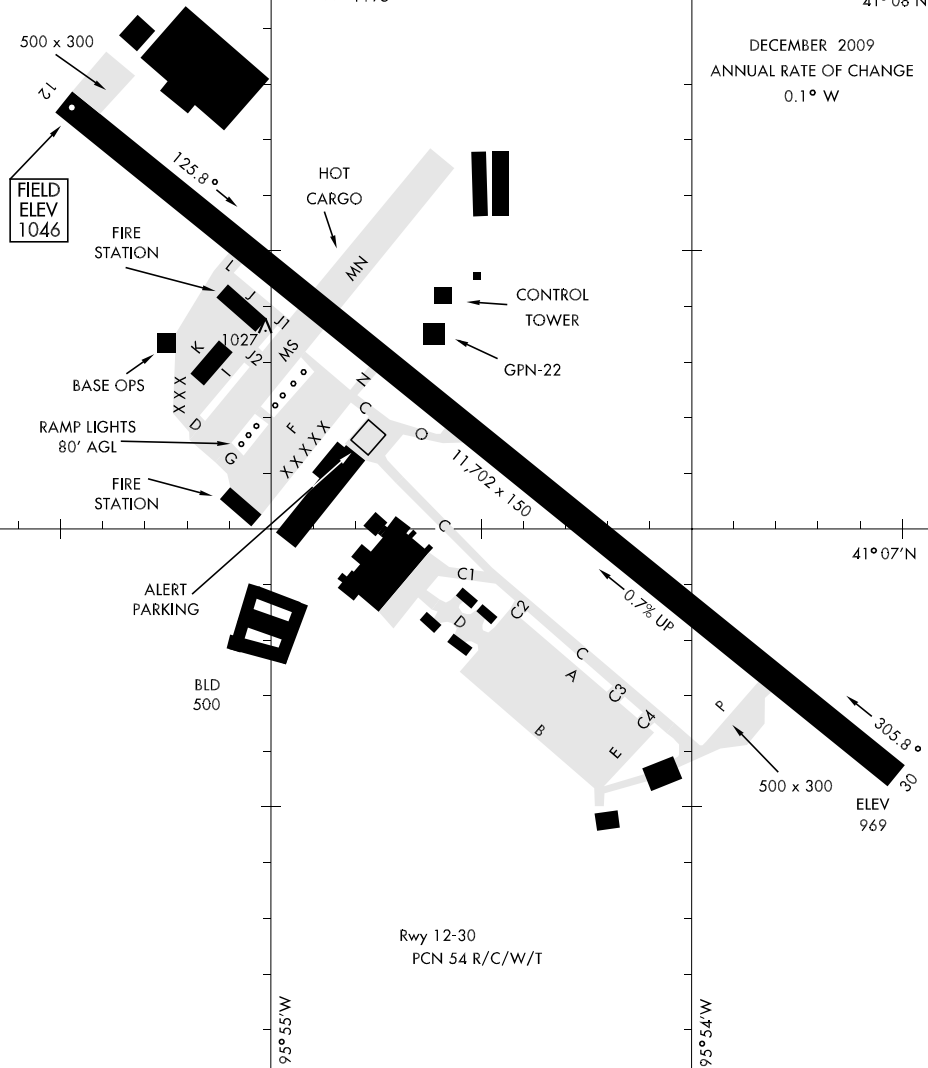
ATIS ★  
126.025 273.5  
OFFUTT TOWER  
123.7 279.625  
GND CON  
121.7 289.4



☆ 1195

41° 08' N

DECEMBER 2009  
ANNUAL RATE OF CHANGE  
0.1° W



NC-2, 17 DEC 2009 to 14 JAN 2010

LOC I-OFF  
**109.5**

APCH CRS  
**304°**

Rwy Idg **11,702**  
TDZE **989**  
Arpt Elev **1046**

JAL-544 [USAF]

OFFUTT AFB (KOFF)

▼ \* When ALS inop, increase CAT CDE RVR to 40 and vis to  $\frac{3}{4}$  mile.  
\*\* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE increase RVR to 60 and vis to  $1\frac{1}{4}$  mile.

ALSF-1

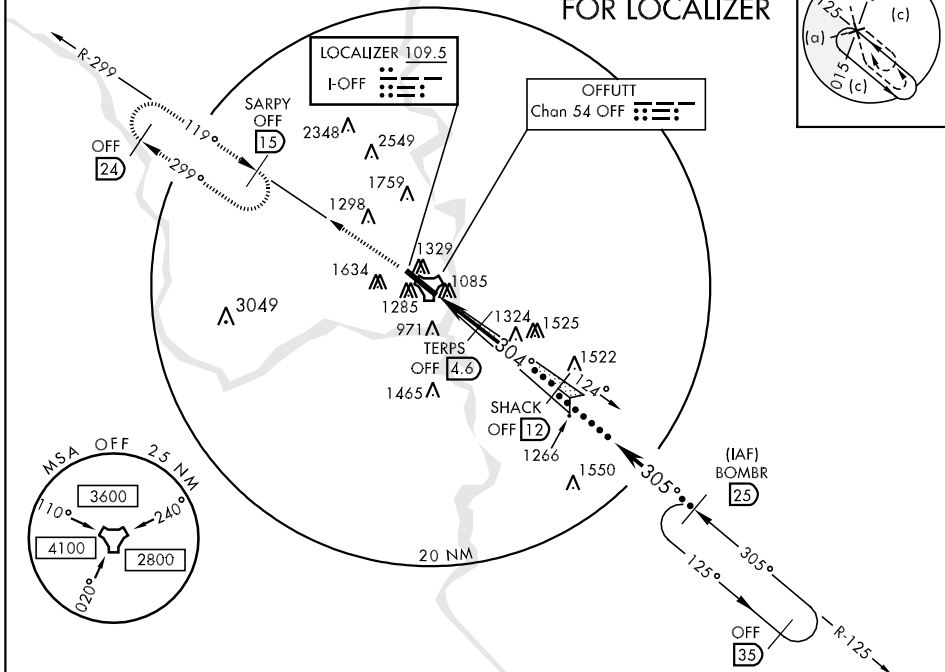
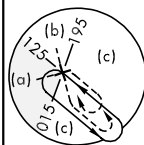


MISSED APPROACH: Climb to 4000 via  
OFF TACAN R-299 to SARPY and hold.

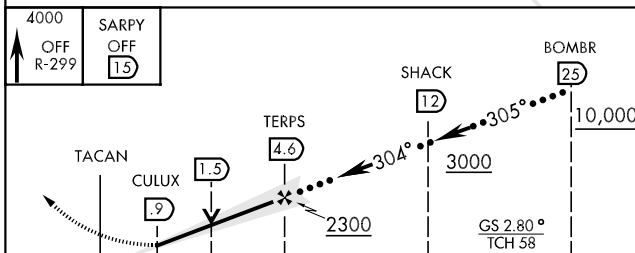
ATIS ★ <b>126.025 273.5</b>	OMAHA APP CON <b>E 124.5 263.0</b> <b>W 120.1 354.05</b>	OFFUTT TOWER <b>123.7 279.625</b>	GND CON <b>121.7 289.4</b>	PAR
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\*\*\* Circling not authorized N of Rwy 12-30.

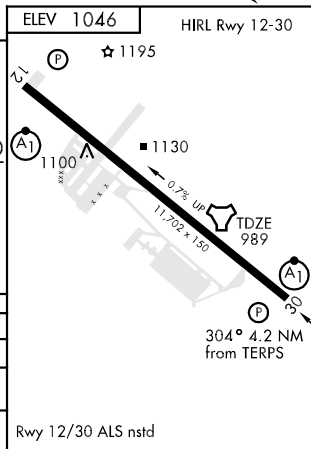
DME REQUIRED FOR LOCALIZER



EMERG SAFE ALT 100 NM 4800



CATEGORY	C	D	E
S-ILS 30 *	1189/24	200	(200- $\frac{1}{2}$ )
S-LOC 30 **	1360/40	371	(400- $\frac{3}{4}$ )
CIRCLING ***	1600-1 $\frac{1}{2}$ 548 (600-1 $\frac{1}{2}$ )	1640-2 588 (600-2)	2000-3 948 (1000-3)





TACAN OFF  
Chan **54**

APCH CRS  
**119°**

Rwy Idg **11,702**  
TDZE **1042**  
Arpt Elev **1046**

JAL-544 [USAF]

OFFUTT AFB (KOFF)

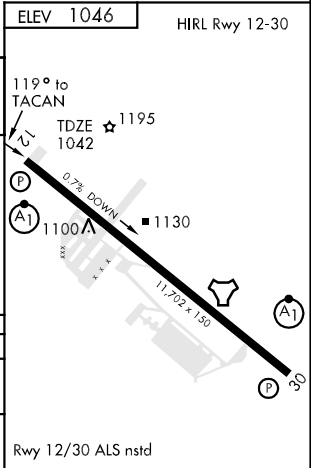
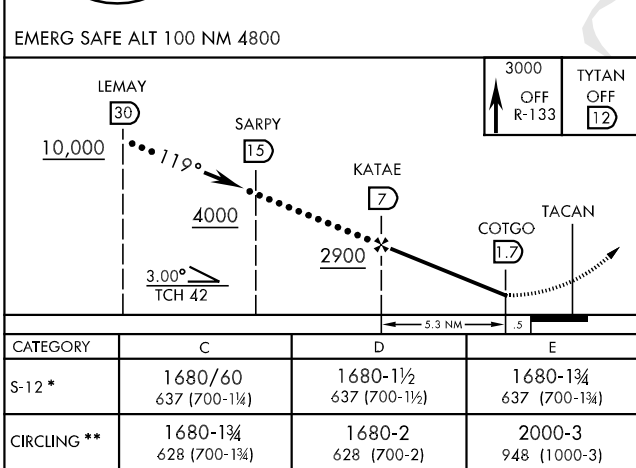
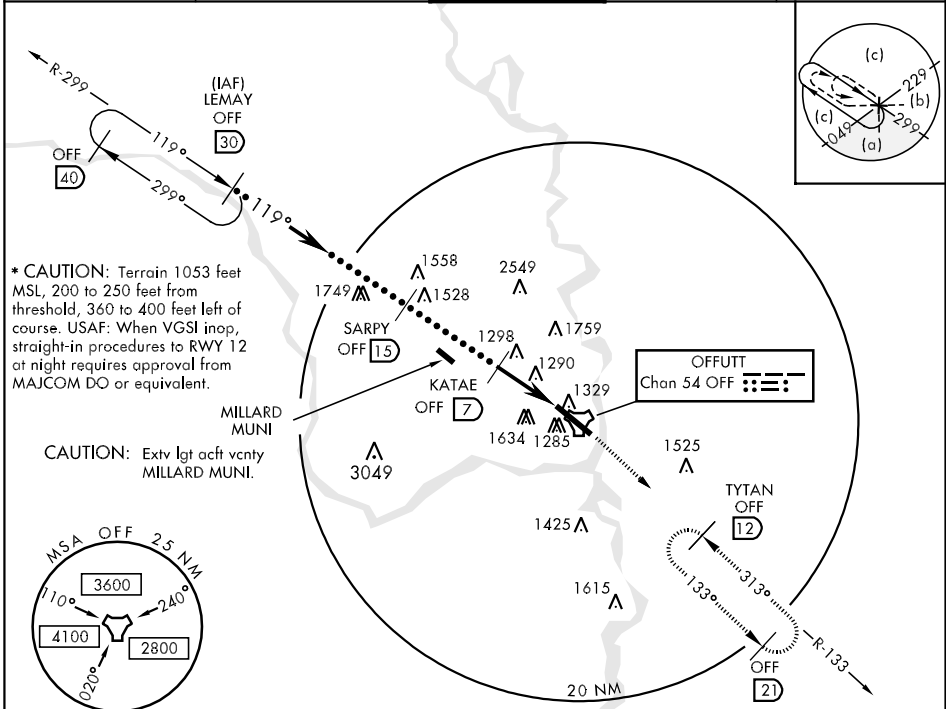


\* When ALS inop, increase CAT C vis to 1½ miles,  
CAT D vis to 2 miles, Cat E vis to 2¼ miles.  
\*\* Circling not authorized N of Rwy 12-30.



MISSED APPROACH: Climb to 3000 via  
OFF TACAN R-133 to TYTAN and hold

<p>ATIS *</p> <p><b>126.025 273.5</b></p>	<p>OMAHA APP CON</p> <p><b>E 124.5 263.0</b> <b>W 120.1 354.05</b></p>	<p>OFFUTT TOWER</p> <p><b>123.7 279.625</b></p>	<p>GND CON</p> <p><b>121.7 289.4</b></p>	<p>PAR</p>
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TACAN OFF  
Chan **54**

APCH CRS  
**313°**

Rwy ldg **11,702**  
TDZE **989**  
Arpt Elev **1046**

JAL-544 [USAF]

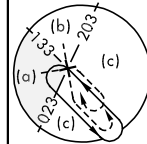
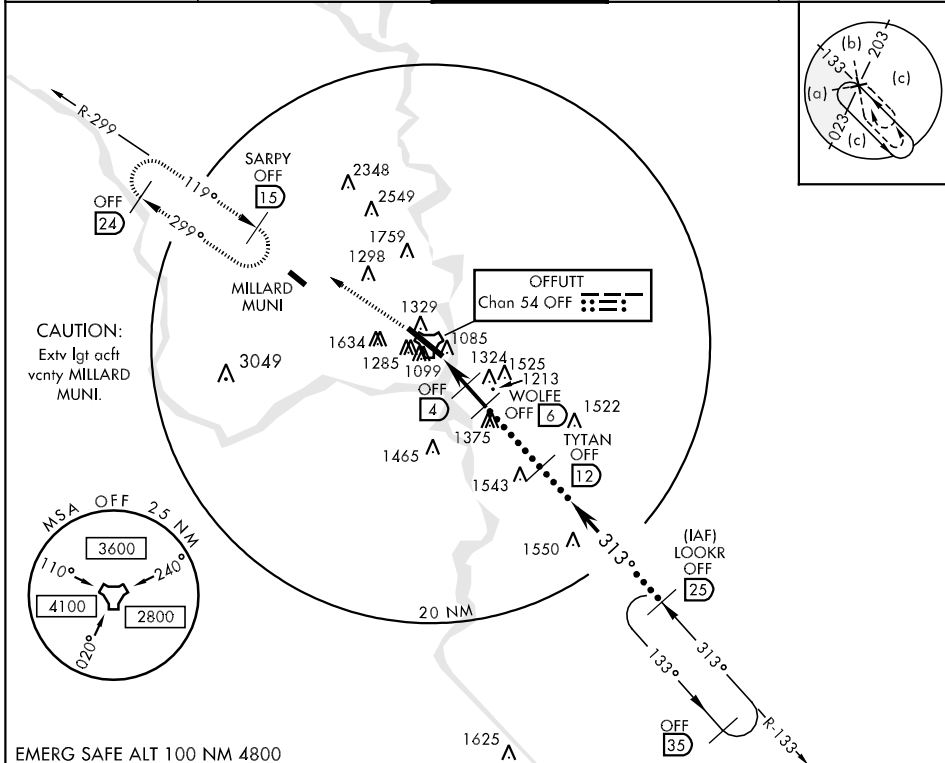
OFFUTT AFB (KOFF)

- ▼ \* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.  
\*\* Circling not authorized N of Rwy 12-30.

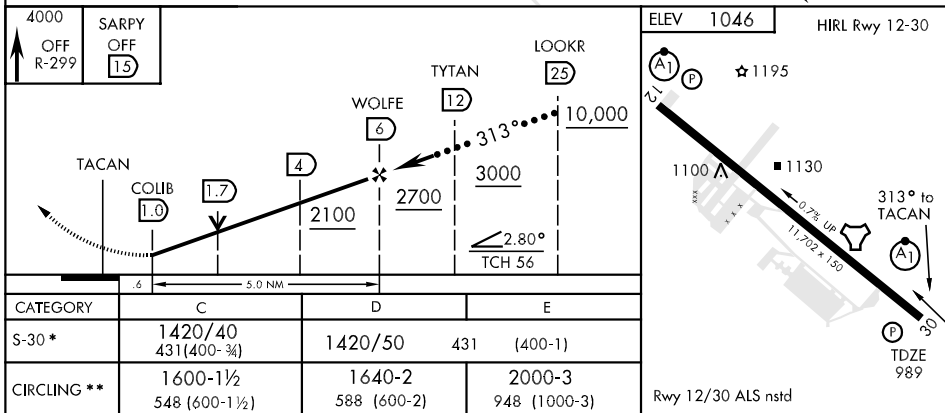


MISSED APPROACH: Climb to 4000 via  
OFF TACAN R-299 to SARPY and hold.

<p>ATIS ★</p> <p><b>126.025 273.5</b></p>	<p>OMAHA APP CON</p> <p><b>E 124.5 263.0</b> <b>W 120.1 354.05</b></p>	<p>OFFUTT TOWER</p> <p><b>123.7 279.625</b></p>	<p>GND CON</p> <p><b>121.7 289.4</b></p>	<p>PAR</p>
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EMERG SAFE ALT 100 NM 4800



## HOWRY ONE ARRIVAL

OMAHA, NEBRASKA

OMAHA ATIS  
120.4  
★ OFFUTT AFB ATIS  
126.025 273.5  
OMAHA APP CON  
124.5 263.0 EAST  
120.1 354.05 WEST

HOWRY  
N41°22.01' W096°51.23'  
**VERTICAL NAVIGATION  
PLANNING INFORMATION**  
Turbojets: Expect to cross at 16000  
Non-Turbojets: Expect to cross at 10000

COLUMBUS  
111.8 OLU  
Chan 55  
N41°27.00'  
W97°20.45'

O'NEILL  
113.9 ONL  
Chan 86  
N42°28.23'  
W98°41.22'  
L-12, H-5

GRAND ISLAND  
112.0 GRI  
Chan 57  
N40°59.04'  
W98°18.89'  
L-10-12

WOLBACH  
114.8 OBH  
Chan 95  
N41°22.54'  
W98°21.22'  
L-12, H-5

LINCOLN  
116.1 LNK  
Chan 108

OMAHA  
116.3 OVR  
Chan 110  
N41°10.04'  
W95°44.20'

(NARRATIVE ON FOLLOWING PAGE)

RADAR REQUIRED

NOTE: Chart not to scale.

## ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence . . . .

. . . . Landing Eppley Airfield:


Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.

Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

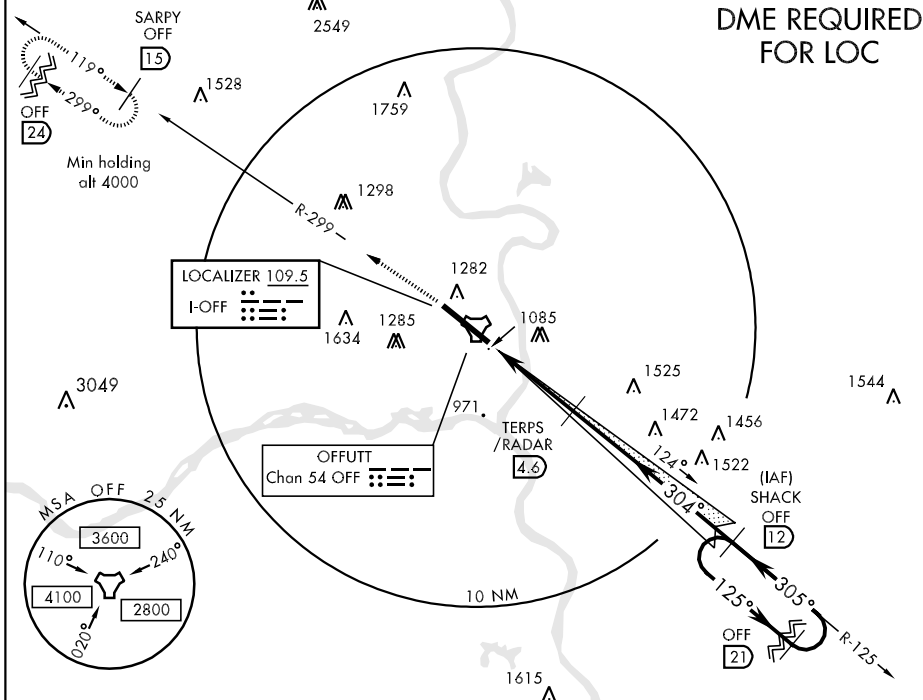
. . . . Landing Offutt AFB:

Runway 12: Expect radar vectors to final approach course.

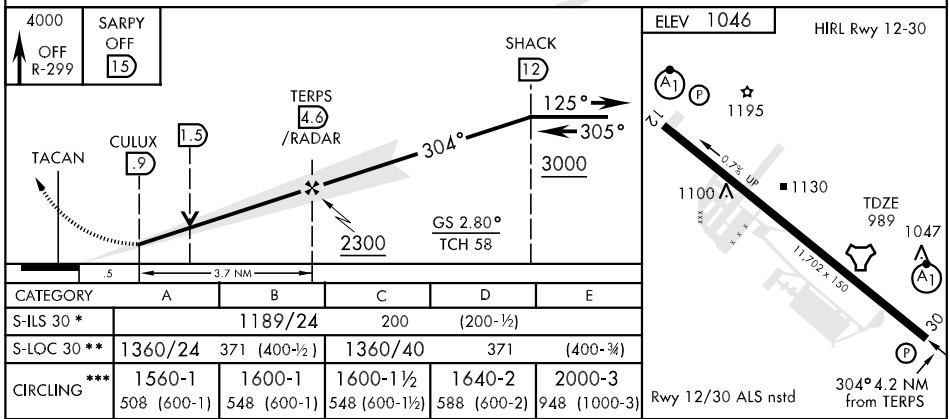
Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

LOC I-OFF <b>109.5</b>	APCH CRS <b>304°</b>	Rwy Idg <b>11,702</b> TDZE <b>989</b> Arpt Elev <b>1046</b>	AL-544 [USAF]	OFFUTT AFB (KOFF)	
<p>▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to <math>\frac{3}{4}</math> mile.</p> <p>** When ALS inop, incr CAT ABC RVR to 50 and vis to 1 mile, CAT DE incr RVR to 60 and vis to 1 <math>\frac{1}{2}</math> miles.</p>			ALSF-1 	MISSED APPROACH: Climb to 4000 via OFF TACAN R-299 to SARPY and hold.	
ATIS ★ <b>126.025 273.5</b>		OMAHA APP CON <b>E 124.5 263.0</b> <b>W 120.1 354.05</b>	OFFUTT TOWER <b>123.7 279.625</b>	GND CON <b>121.7 289.4</b>	PAR

\*\*\* Circling not authorized N of Rwy 12-30.



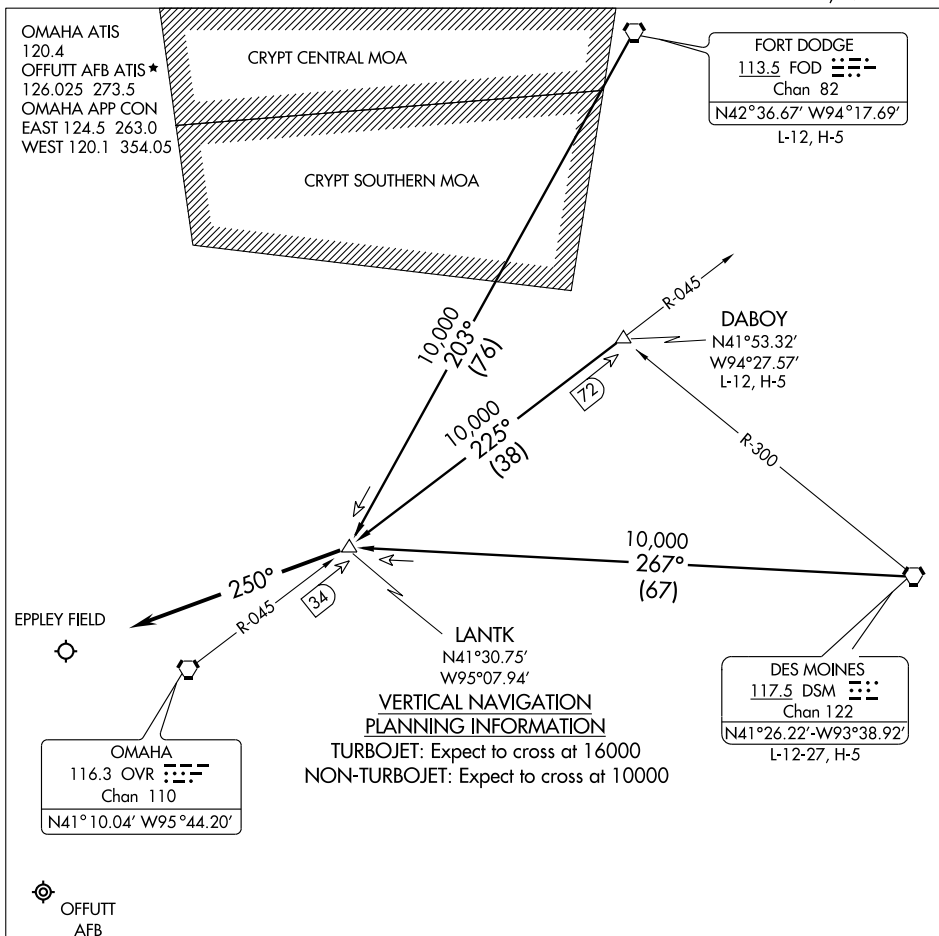
EMERG SAFE ALT 100 NM 4800



## LANTK ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . .

DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . .

. . . From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.

EPPLEY AIRFIELD



OMAHA APP CON  
124.5 263.0 EAST  
120.1 354.05 WEST  
OMAHA ATIS  
120.4  
OFFUTT AFB ATIS ★  
126.025 273.5

OMAHA  
116.3 OVR   
Chan 110  
N41°10.04'  
W95°44.20'

SWAAB

N40°59.54' W095°26.51'

VERTICAL NAVIGATION  
PLANNING INFORMATION

Turbojets: Landing Rwy 14R/14L/18: Expect to cross at 10000  
Landing Rwy 32L/32R/36: Expect to cross at 7000

OFFUTT AFB



MARWI

N40°46.68' W095°05.07'

VERTICAL NAVIGATION  
PLANNING INFORMATION

Turbojets: Expect to cross at 16000  
Non-Turbojets: Expect to cross at 10000

PAWNEE CITY  
112.4 PWE   
Chan 71

LAMONI  
116.7 LMN   
Chan 114  
N40°35.80' W93°58.06'  
L-27, H-5

ST JOSEPH  
115.5 STJ   
Chan 102  
N39°57.63' W94°55.51'  
L-10, H-5

NOTE: RADAR Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.

ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:

Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME then via heading 320°. Thence . . . .

Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence . . . .

LANDING OFFUTT AFB:

Depart MARWI INT via heading 280°. Thence . . . .

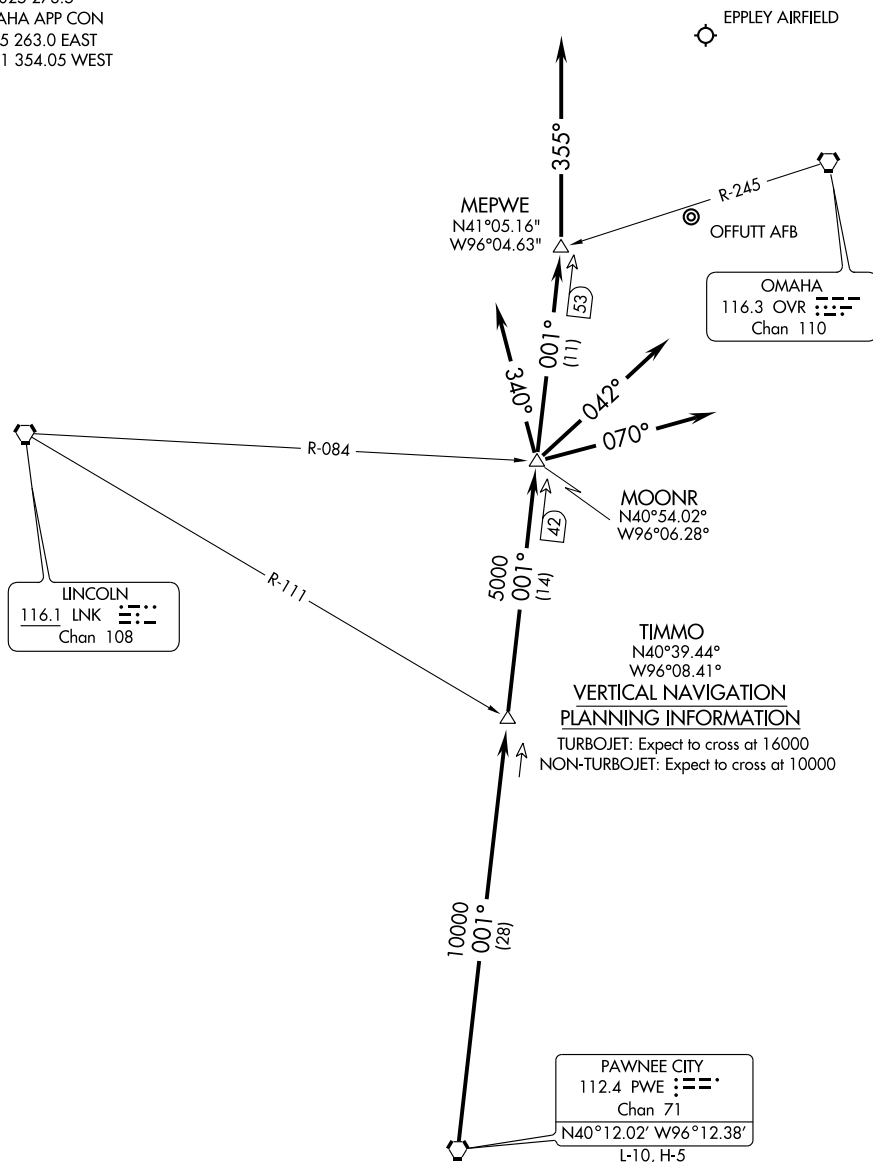
. . . . Expect radar vectors to final approach course.



## PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

EPPLEY ATIS 120.4  
 OFFUTT AFB ATIS  
 126.025 273.5  
 OMAHA APP CON  
 124.5 263.0 EAST  
 120.1 354.05 WEST



RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

## ARRIVAL DESCRIPTION

From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence . . . .

. . . . EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course.

. . . . OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course.

APCH CRS  
**124°**

Rwy Idg **11,702**  
TDZE **1042**  
Arpt Elev **1046**

AL-544 [USAF]

OFFUTT AFB (KOFF)

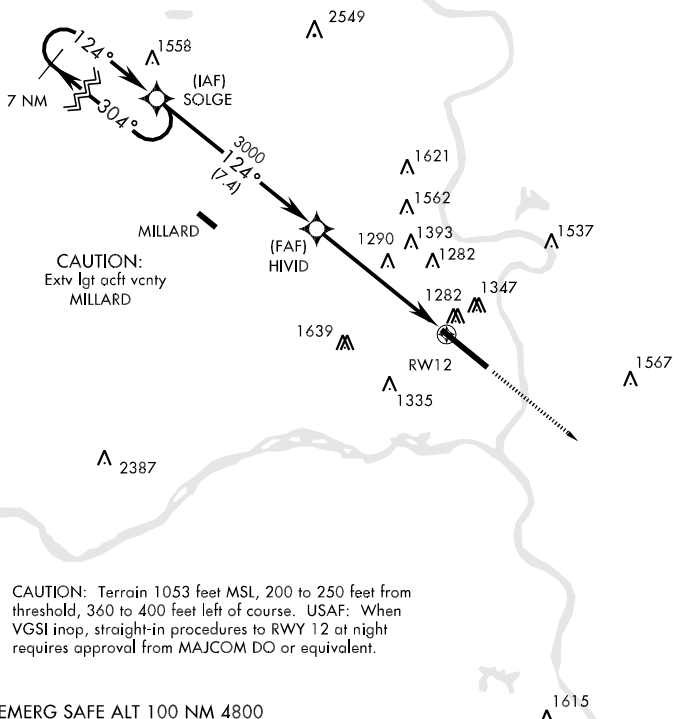
▼ \* When ALS inop, increase CAT C vis to 1¾ miles,  
CAT D vis to 2 miles, CAT E vis to 2¼ miles.  
\*\* Circling not authorized N of Rwy 12-30.



MISSED APPROACH: Climb to  
3000 direct SHACK and hold.

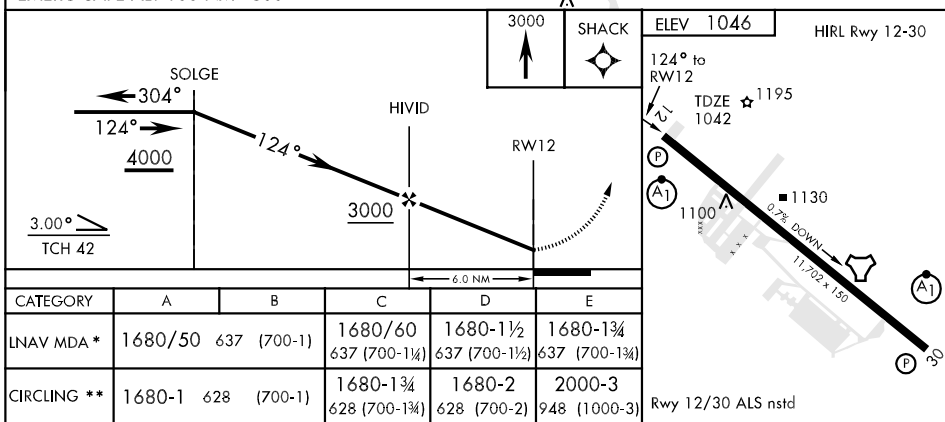
ATIS ★ <b>126.025 273.5</b>	OMAHA APP CON <b>E 124.5 263.0</b> <b>W 120.1 354.05</b>	OFFUTT TOWER <b>123.7 279.625</b>	GND CON <b>121.7 289.4</b>	PAR
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DME/DME RNP 0.3 N/A.



CAUTION: Terrain 1053 feet MSL, 200 to 250 feet from  
threshold, 360 to 400 feet left of course. USAF: When  
VGSI inop, straight-in procedures to RWY 12 at night  
requires approval from MAJCOM DO or equivalent.

EMERG SAFE ALT 100 NM 4800



APCH CRS **304°**  
 Rwy Ldg **11,702**  
 TDZE **989**  
 Arpt Elev **1046**

AL-544 [USAF]

OFFUTT AFB (KOFF)

▼ \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile  
 CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.  
 \*\* Circling not authorized N of Rwy 12-30.

ALSF-1  
 A1

MISSED APPROACH: Climb to  
 4000 direct SOLGE and hold.

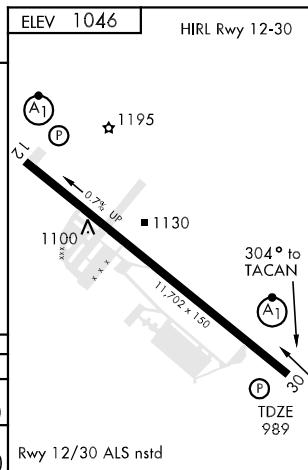
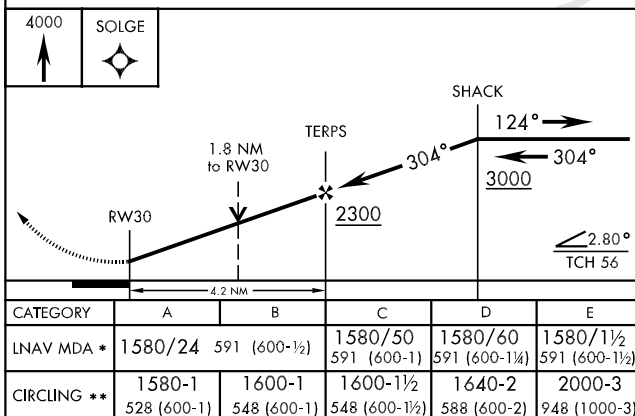
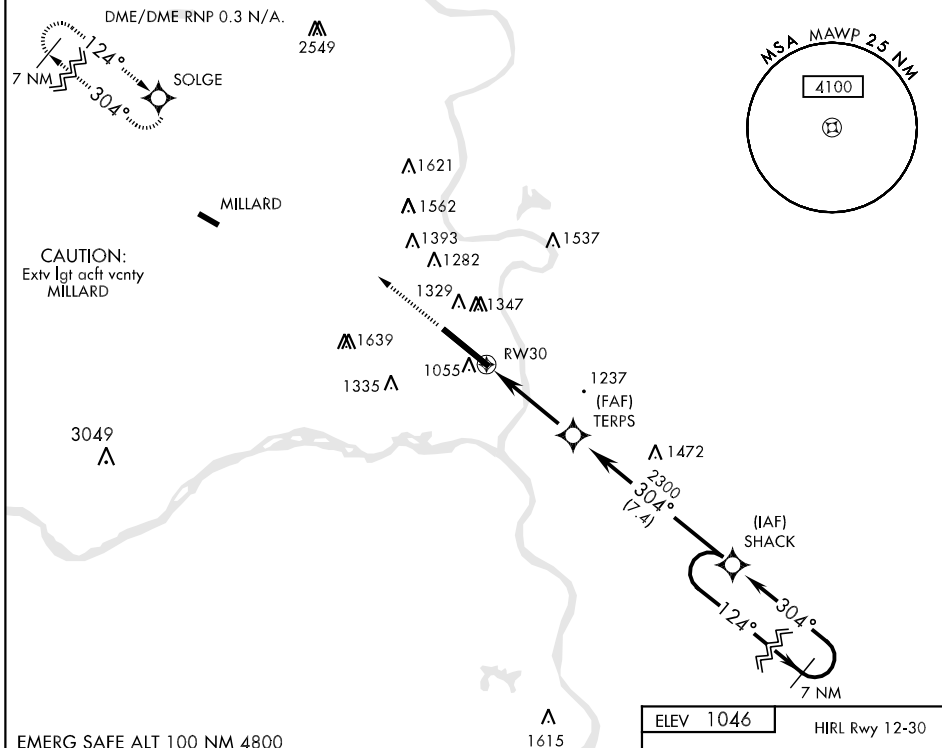
ATIS ★  
**126.025 273.5**

OMAHA APP CON  
**E 124.5 263.0**  
**W 120.1 354.05**

OFFUTT TOWER  
**123.7 279.625**

GND CON  
**121.7 289.4**

PAR



## SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA

OMAHA APP CON  
124.5 263.0 EAST  
120.1 354.05 WEST  
EPPLEY AIRFIELD ATIS  
120.4  
OFFUTT AFB ATIS ★  
126.025 273.5

BECOM  
N41°57.81' W096°07.87'  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
Turbojets: Expect to cross at 16000  
Non-Turbojets: Expect to cross at 11000

SIOUX CITY  
116.5 SUX  
Chan 112  
N42°20.67' W96°19.42'  
L-12

AANDY  
N41°49.18'  
W096°03.55'

CANIO  
N41°38.81'  
W095°58.38'

EPPLEY AIRFIELD

OMAHA  
116.3 OVR  
Chan 110

OFFUTT AFB

NOTE: DME Required  
NOTE: RADAR Required  
NOTE: Chart not to scale.

From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME.  
Thence . . . .

. . . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANIO/OVR 31 DME,  
Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other  
runways: fly heading 145° for RADAR vectors to final approach course.

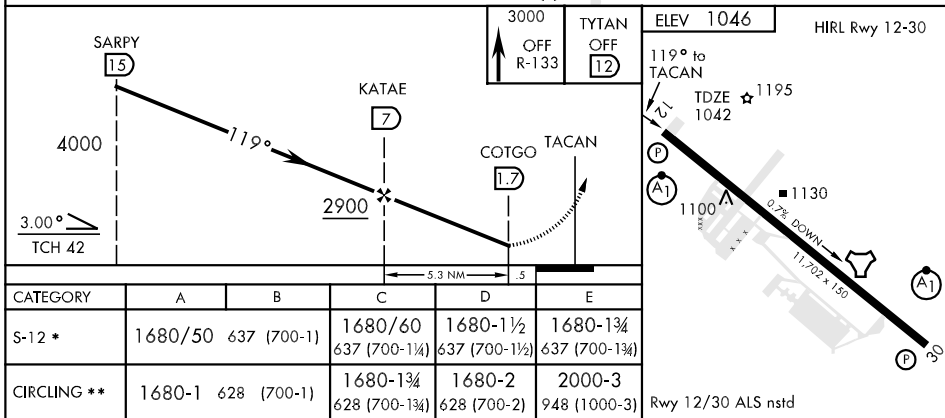
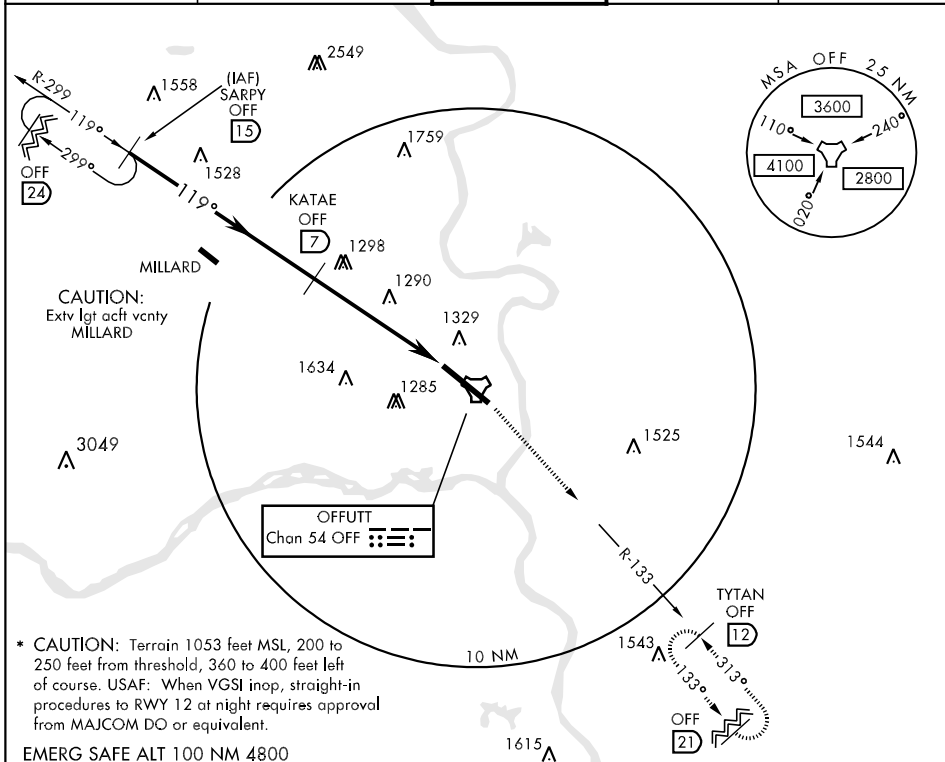
TACAN OFF Chan <b>54</b>	APCH CRS <b>119°</b>	Rwy Idg <b>11,702</b> TDZE <b>1042</b> Arprt Elev <b>1046</b>
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AL-544 [USAF]

OFFUTT AFB (KOFF)

<p>▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.</p> <p>** Circling not authorized N of Rwy 12-30.</p>	<p>ALSF-1 A1</p>	<p>MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold.</p>
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<p>ATIS ★ <b>126.025 273.5</b></p>	<p>OMAHA APP CON <b>E 124.5 263.0</b> <b>W 120.1 354.05</b></p>	<p>OFFUTT TOWER <b>123.7 279.625</b></p>	<p>GND CON <b>121.7 289.4</b></p>	<p>PAR</p>
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TACAN OFF  
Chan **54**

APCH CRS  
**313°**

Rwy Idg	11,702
TDZE	989
Arpt Elev	1046

AL-544 [USAF]

OFFUTT AFB (KOFF)

**T** \* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE RVR/vis to 1½ miles.  
\*\* Circling not authorized N of Rwy 12-30.

ALSF-1

MISSED APPROACH: Climb to 4000 via OFF TACAN R-299 to SARPY and hold.

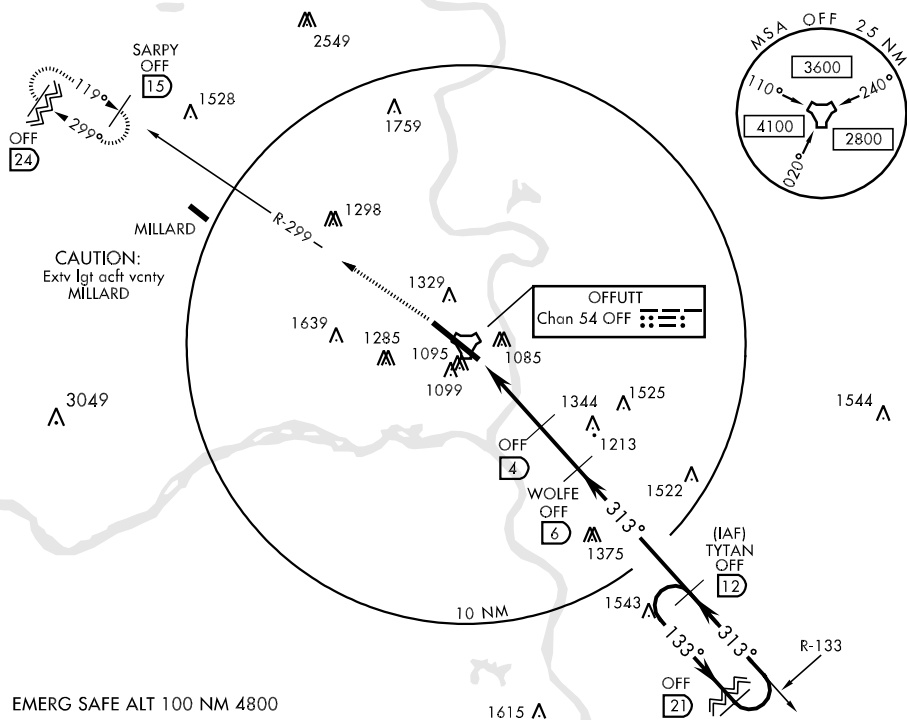
ATIS ★  
126.025 273.5

OMAHA APP CON  
E 124.5 263.0  
W 120.1 354.05

OFFUTT TOWER  
**123.7 279.625**

GND CON  
121.7 289.4

PAR



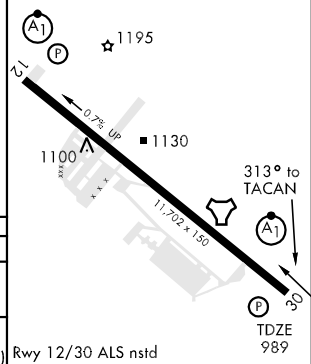
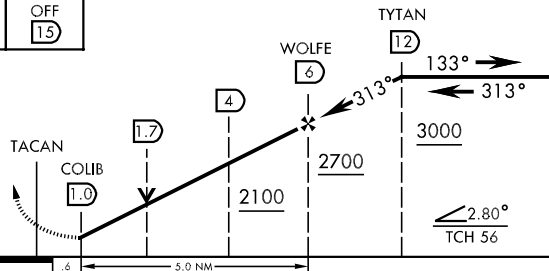
EMERG SAFE ALT 100 NM 4800

4000  
OFF  
R-299

SARPY  
OFF  
15

ELEV 1046

HIRL Rwy 12-30



Rwy 12/30 ALS nstd

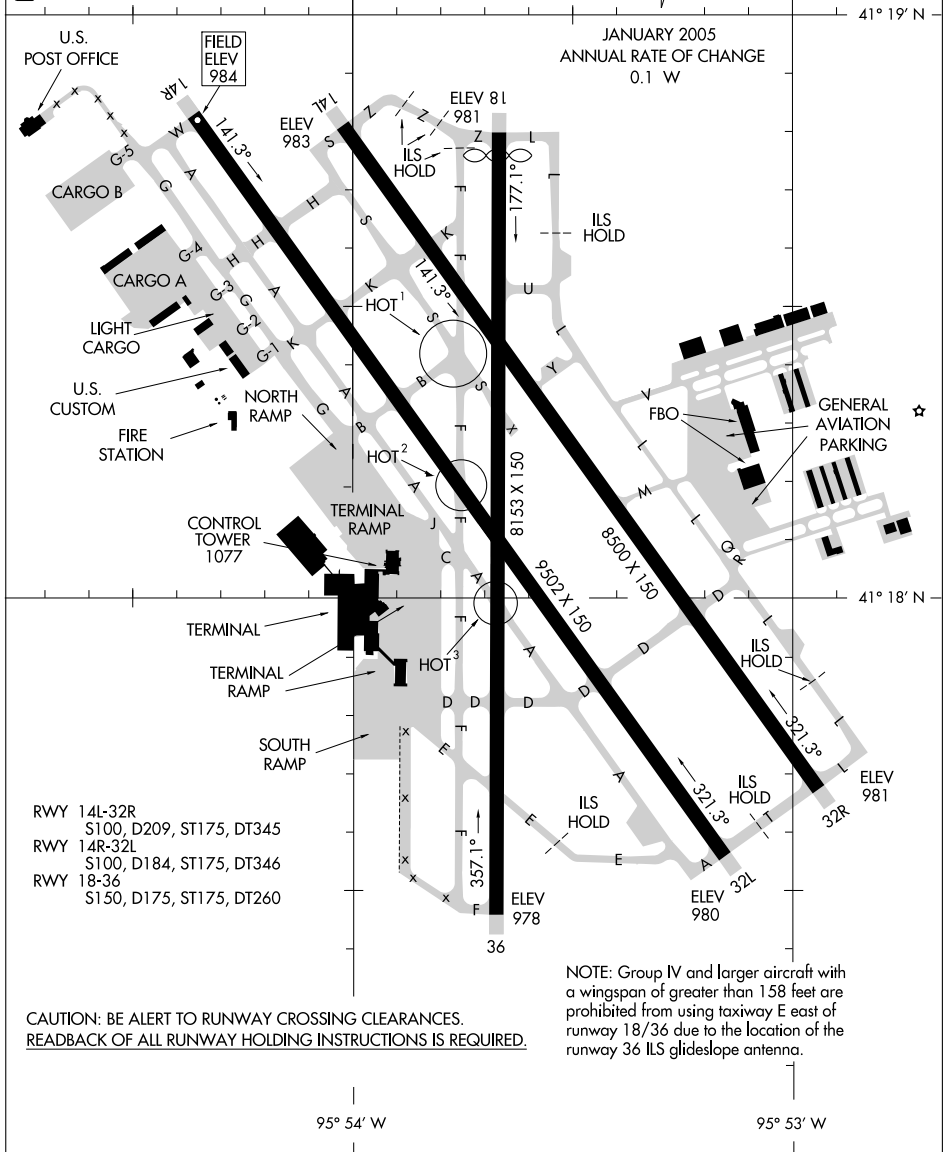
# AIRPORT DIAGRAM

AL-304 (FAA)

OMAHA/EPPLEY AIRFIELD (OMA)  
OMAHA, NEBRASKA

ATIS  
120.4  
OMAHA TOWER  
132.1 256.9  
GND CON  
121.9  
CLNC DEL  
119.9

**D**



NC-2, 17 DEC 2009 to 14 JAN 2010



## BLUFS ONE DEPARTURE

SL-304 FAA)

OMAHA/ EPPLEY AIRFIELD (OMA)

OMAHA, NEBRASKA

ATIS 120.4

OMAHA CLNC DEL

119.9

OMAHA DEP CON

124.5 263.0

SIOUX FALLS


115.0 FSD 

Chan 97

N43°38.97' W96°46.87'

L-12, H-2

GOPHER


117.3 GEP 

Chan 120

N45°08.74' W93°22.39'

L-12-14, H-2

YANKTON

111.4 YKN 

Chan 51

N42°55.10' W97°23.10'

L-12

FORT DODGE


113.5 FOD 

Chan 82

N42°36.67' W94°17.69'

L-12, H-5

SIOUX CITY

116.5 SUX 

Chan 112

N42°20.67' W96°19.42'

L-12

IOWA CITY


116.2 IOW 

Chan 109

N41°31.14 W91°36.80

L-28, H-5

DES MOINES


117.5 DSM 

Chan 122

N41°26.25' W93°38.91'

L-12-27, H-5

ST JOSEPH

115.5 STJ 

Chan 102

N39°57.63' W94°55.51'

L-10, H-5

LAMONI

116.7 LMN 

Chan 114

N40°35.80' W93°58.06'

L-27 H-5

KANSAS CITY

113.25 MCI 

Chan 79 (Y)

N39°17.12' W94°44.22'

L-10, H-5

NOTE: Rwy 14L: 400-2 or std. with a min.  
climb of 210' per NM to 1500'.

Rwy 18: 300-1.

NOTE: RADAR REQUIRED

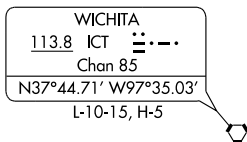
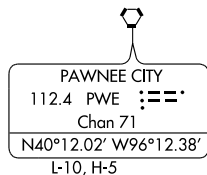
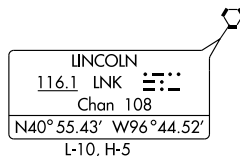
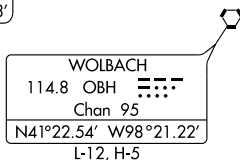
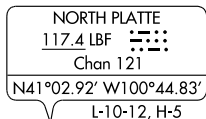
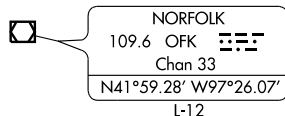
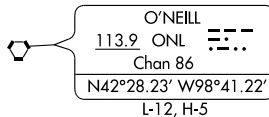
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000'. Turbojet aircraft maintain 5000' or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

ATIS 120.4  
OMAHA CLNC DEL  
119.9  
OMAHA DEP CON  
120.1 354.05



NOTE: RADAR REQUIRED  
NOTE: Chart not to scale.

NOTE: Rwy 14L: 400-2 or std. with a min.  
climb of 210' per NM to 1500'.  
Rwy 18: 300-1.



### DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000'. Turbojet aircraft maintain 5000' or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

## HOWRY ONE ARRIVAL

OMAHA ATIS  
120.4  
★ OFFUTT AFB ATIS  
126.025 273.5  
OMAHA APP CON  
124.5 263.0 EAST  
120.1 354.05 WEST

★ OFF  
12  
OMA  
124.5  
120.1

HOWRY  
N41°22.01' W096°51.23'  
VERTICAL NAVIGATION  
PLANNING INFORMATION

Turbojets: Expect to cross at 16000  
Non-Turbojets: Expect to cross at 10000

COLUMBUS 111.8 OLU : Chan 55	N41°27.00' W97°20.45'
------------------------------------	--------------------------

5

10000  
— 125°  
(9)

<p>GRAND ISLAND</p> <p>112.0 GRI </p> <p>Chan 57</p>	<p>N40°59.04'</p> <p>W98°18.89'</p>
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WOLBACH  
114.8 OBH  
Chan 95  
N41°22.54'  
W98°21.22'

OMAHA 116.3 OVR Chan 110	N41°10.04' W95°44.20'
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LINCOLN  
116.1 LNK  
Chan 108

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence . . . .

. . . . Landing Eppley Airfield:

Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.

Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:

Runway 12: Expect radar vectors to final approach course.

Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

LOC/DME I-RAY <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>139°</b>	Rwy Idg <b>8500</b> TDZE <b>984</b> Apt Elev <b>984</b>
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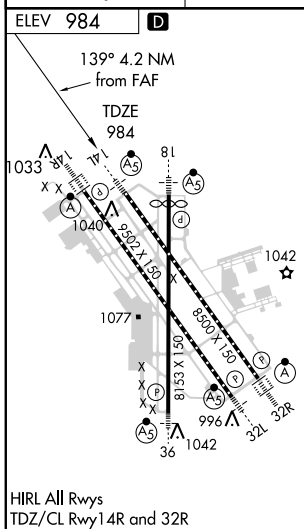
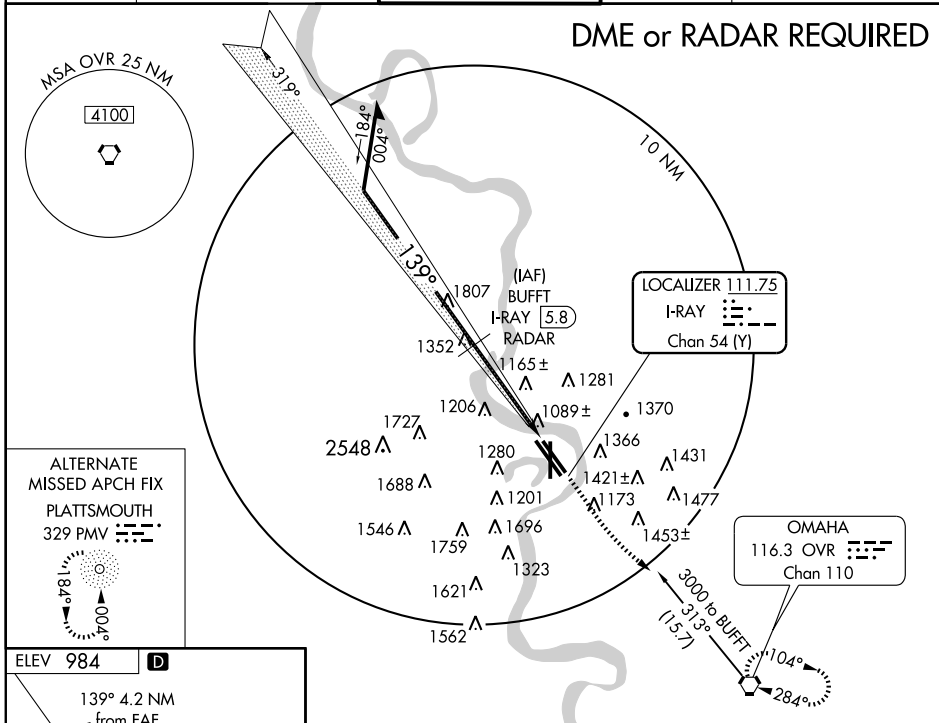
# ILS or LOC/DME RWY 14L OMAHA/ EPPLLEY AIRFIELD (OMA)

**V** \* RVR 1800 authorized with the use of FD or AP or HUD to DA.  
**A** Disregard outer marker indication.



MISSED APPROACH: Climb to 1900, then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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	Remain within 10 NM	BUFFT I-RAY 5.8 RADAR	1900 ↑	3000 ↻	OVR 116.3 ○
	2900	319° 139° 2400	I-RAY 2.5	I-RAY 1.6	
	GS 3.00° TCH 54	2400	3.3 NM	0.9 NM	
CATEGORY	A	B	C	D	
S-ILS 14L	*1184-24 200 (200-½)				
S-LOC 14L	1340-24 356 (400-½)			1340-40 356 (400-¾)	
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)	



LOC/DME I-PPY	APP CRS	Rwy Idg	8013
110.9	175°	TDZE	981
Chan 46		Apt Elev	984

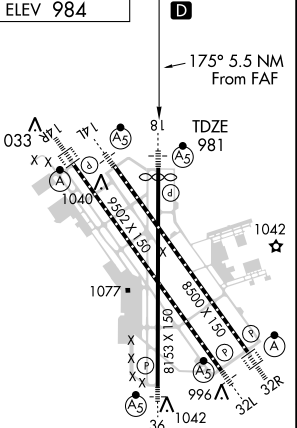
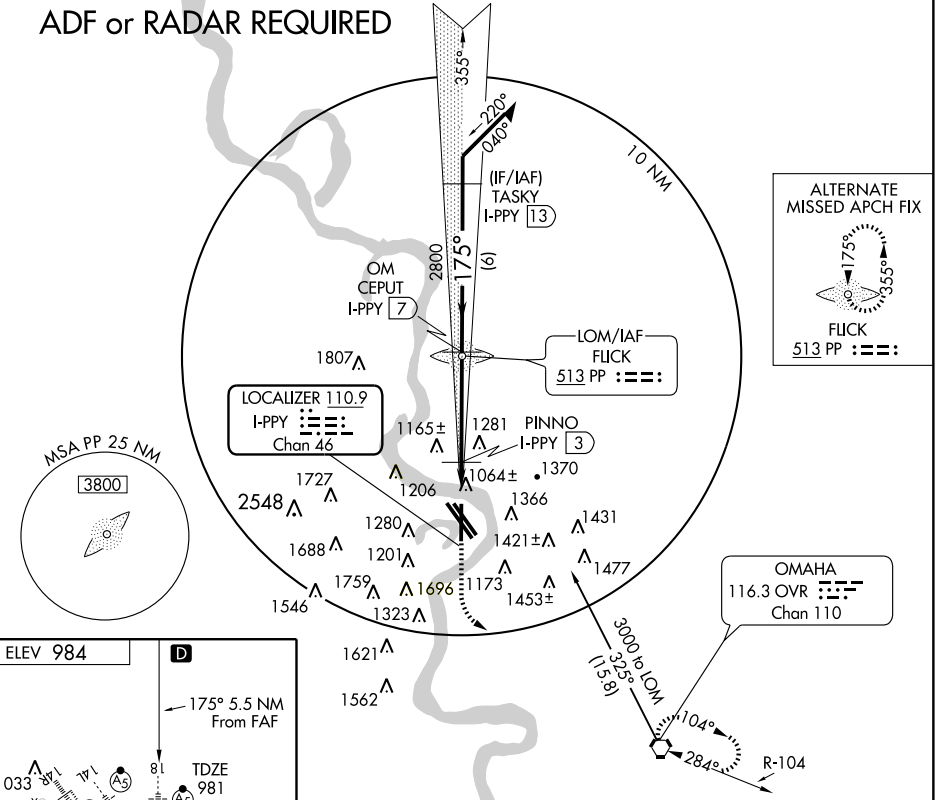
ILS or LOC/DME RWY 18  
OMAHA/EPPLEY AIRFIELD (OMA)

For inoperative MALS, increase S-LOC 18 Cat D visibility to RVR 5000.  
\*\*S-ILS 18 RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS R MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF or RADAR REQUIRED



HIRL All Rwys  
TDZ/CL Rwy 14R and 32R

Remain within 10 NM				
3000				
3000				
GS 3.00° TCH 51				
6 NM 4 NM 0.6 0.9 NM				
CATEGORY	A	B	C	D
S-ILS 18**	1181/24 200 (200-½)			
S-LOC 18	1320/24 339 (400-½)			1320/40 339 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

# ILS or LOC RWY 32L

## OMAHA/EPPLEY AIRFIELD (OMA)

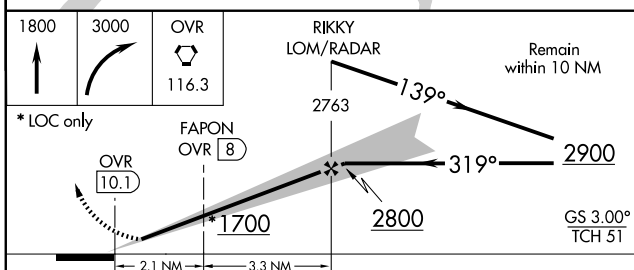
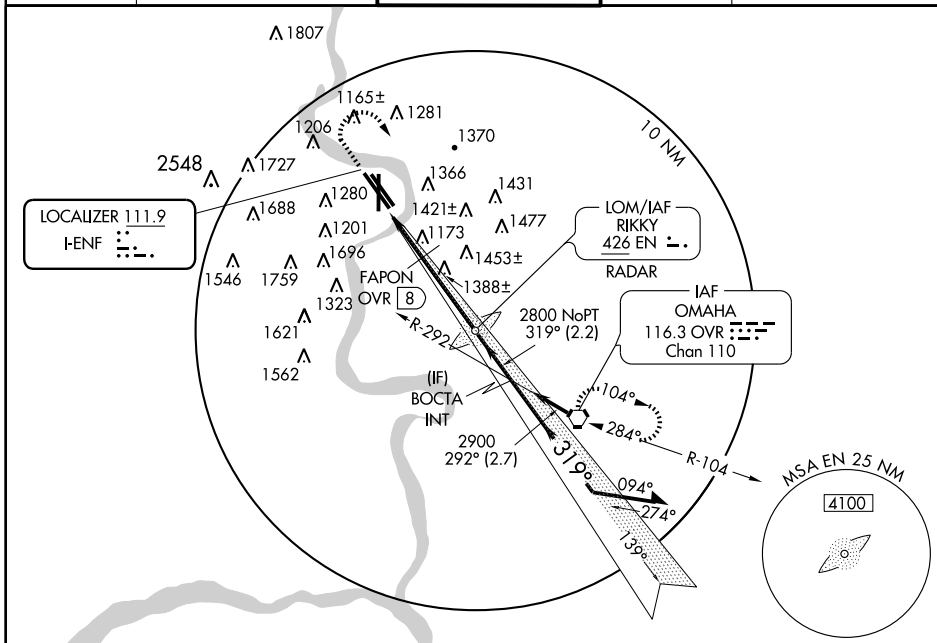
LOC I-ENF	APP CRS	Rwy Idg	<b>9502</b>
<b>111.9</b>	<b>319°</b>	TDZE	<b>980</b>
		Apt Elev	<b>984</b>

**V** **A** \*\*RVR 1800 authorized with the use of FD or AP or HUD to DA.

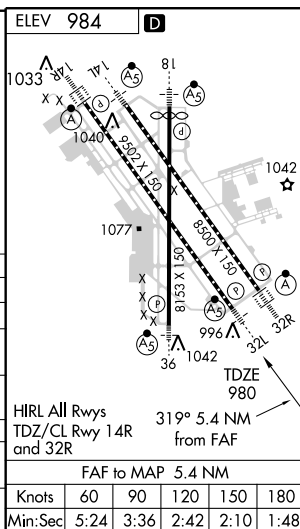


MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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CATEGORY	A	B	C	D
S-ILS 32L	**1180/24 200 (200-½)			
S-LOC 32L	1700/24 720 (800-½)	1700-1½ 720 (800-1½)	1700-1¾ 720 (800-1¾)	
CIRCLING	1700-1 716 (800-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)	
FAPON FIX MINIMUMS				
S-LOC 32L	1620/24 640 (700-½)	1620/60 640 (700-1¼)	1620-1½ 640 (700-1½)	
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)





LOC/DME I-EDI <b><u>111.15</u></b> Chan <b>48</b> (Y)	APP CRS <b>319°</b>	Rwy Idg <b>8500</b> TDZE <b>984</b> Apt Elev <b>984</b>
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## ILS or LOC RWY 32R

OMAHA/EPPLEY AIRFIELD (OMA)

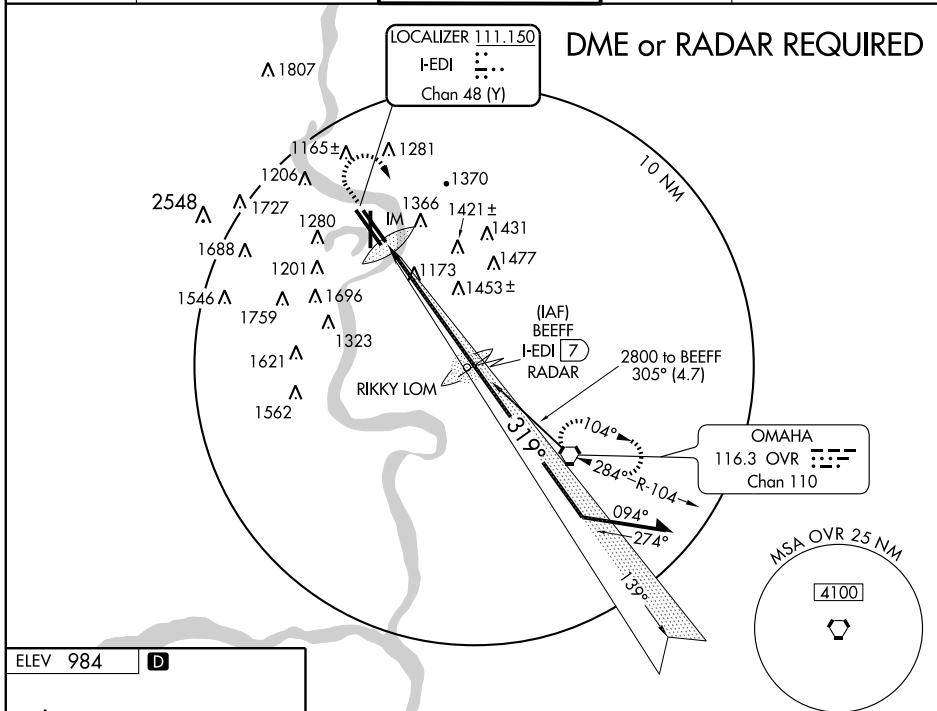


ALSF-2



**MISSED APPROACH:** Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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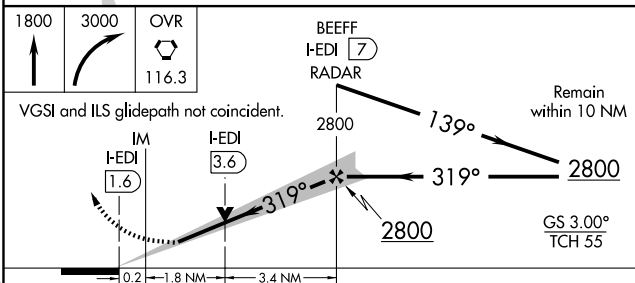


ELEV 984

319° 5.5 NM from FAF

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 32R	1184/18 200 (200-½)			
S-LOC 32R	1680/24 696 (700-½)		1680-1½ 696 (700-1½)	1680-1¾ 696 (700-1¾)
CIRCLING	1680-1 696 (700-1)		1680-2 696 (700-2)	1680-2¼ 696 (700-2¼)

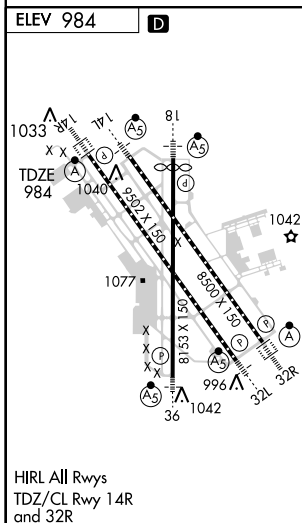
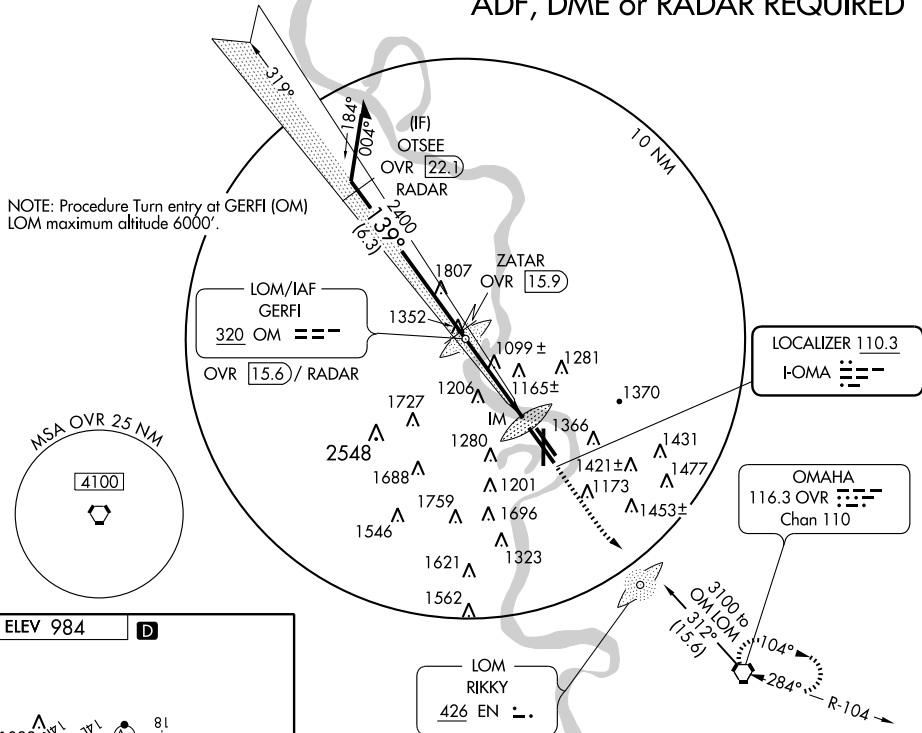
LOC I-OMA	APP CRS	Rwy Idg	<b>9502</b>
<b>110.3</b>	<b>139°</b>	TDZE	<b>984</b>
		Apt Elev	<b>984</b>


# ILS RWY 14R (CAT II)

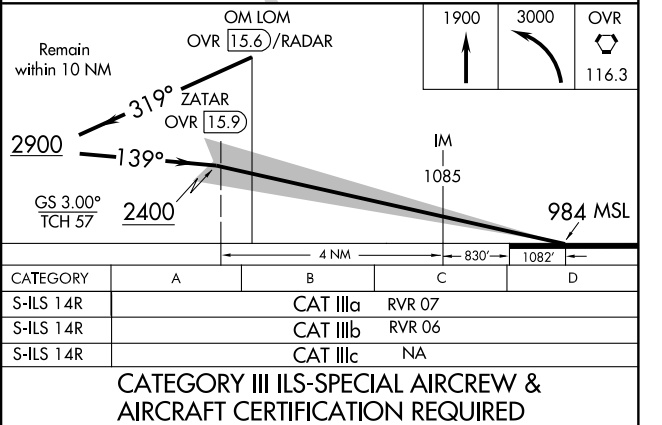
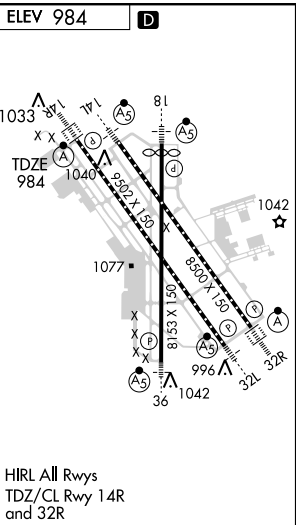
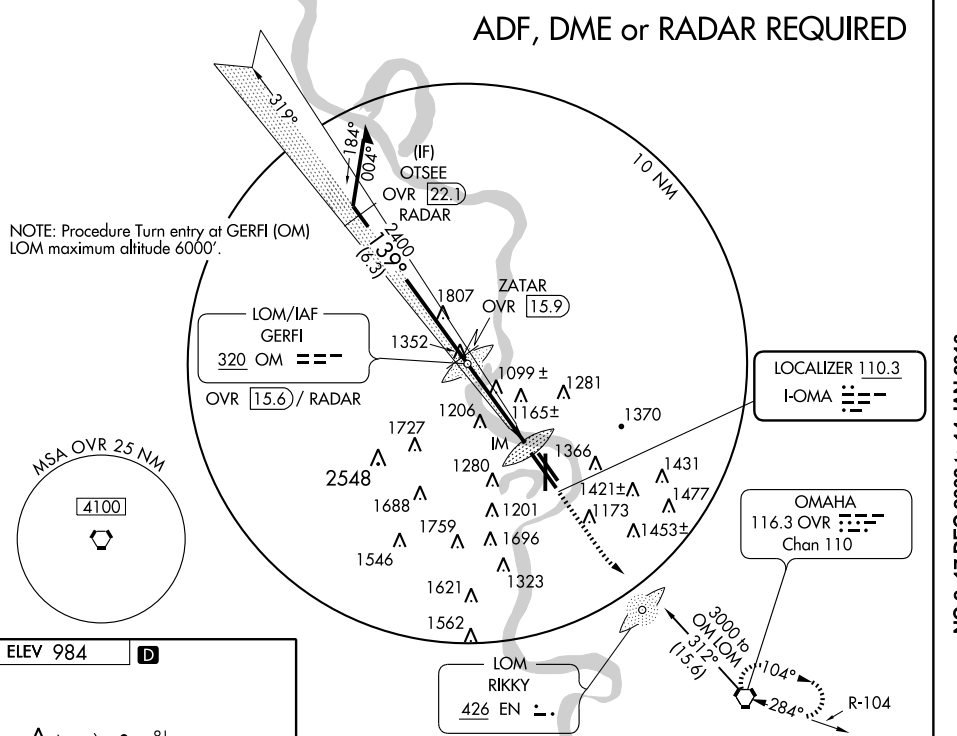
## OMAHA/EPPLEY AIRFIELD (OMA)

		ALSF-2 	MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.	
ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>

### ADF, DME or RADAR REQUIRED





▼ ▲		ALSF-2 		MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.	
ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CINC DEL 119.9	

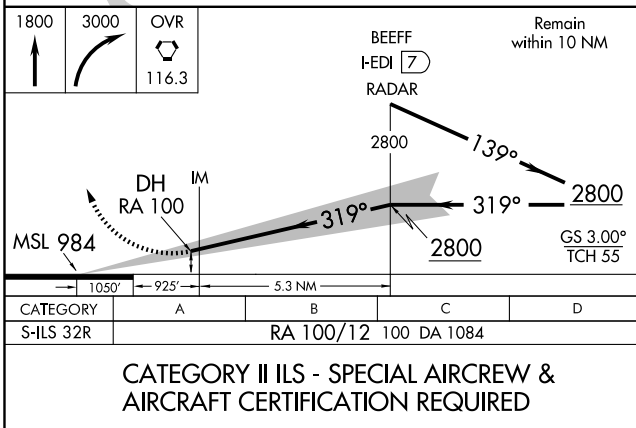
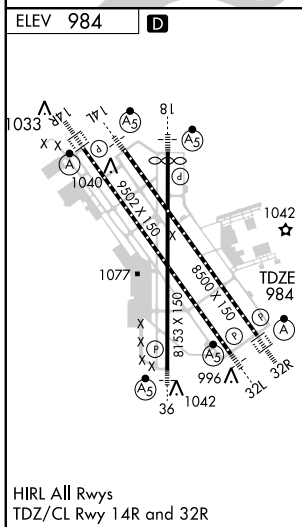
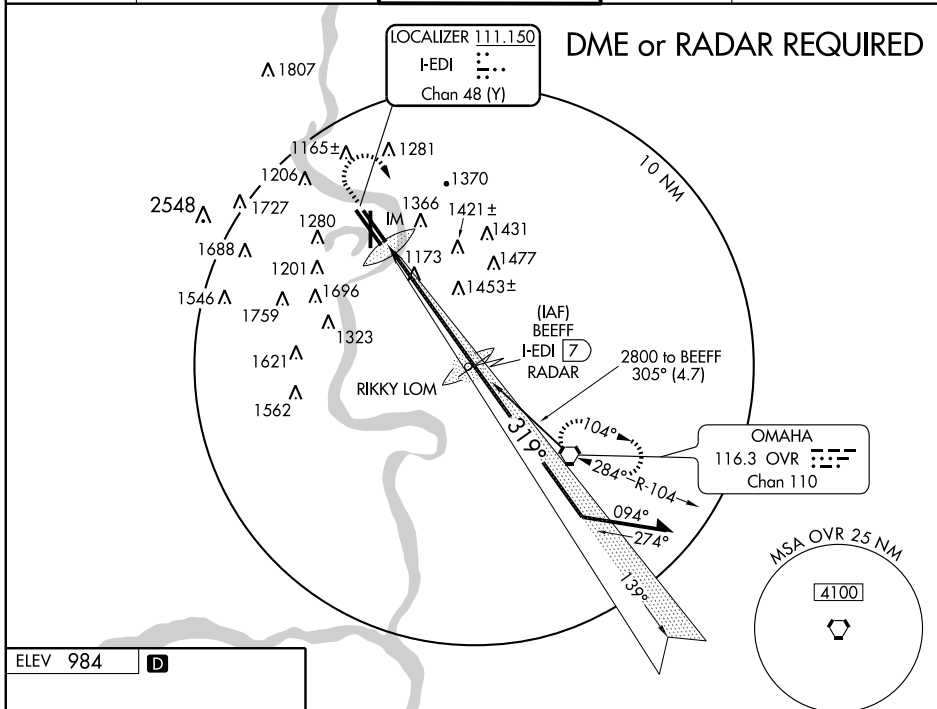


NC-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-EDI <b><u>111.15</u></b> Chan <b>48</b> (Y)	APP CRS <b>319°</b>	Rwy Idg <b>8500</b> TDZE <b>984</b> Apt Elev <b>984</b>
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**ILS RWY 32R (CAT II)**  
OMAHA/ EPPLEY AIRFIELD (OMA)

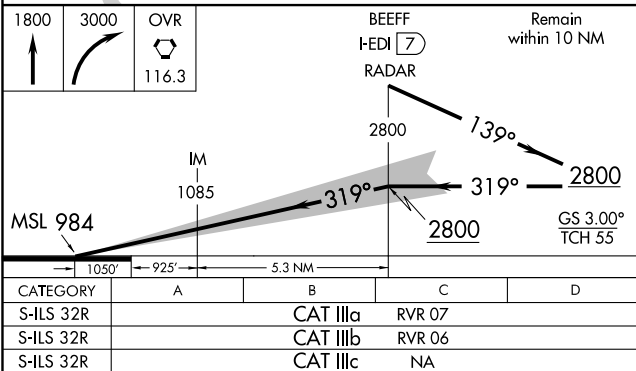
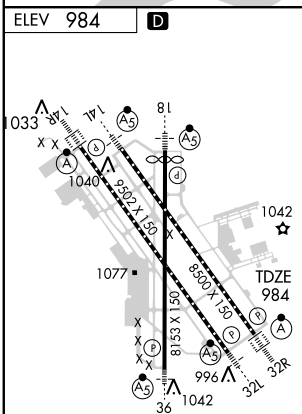
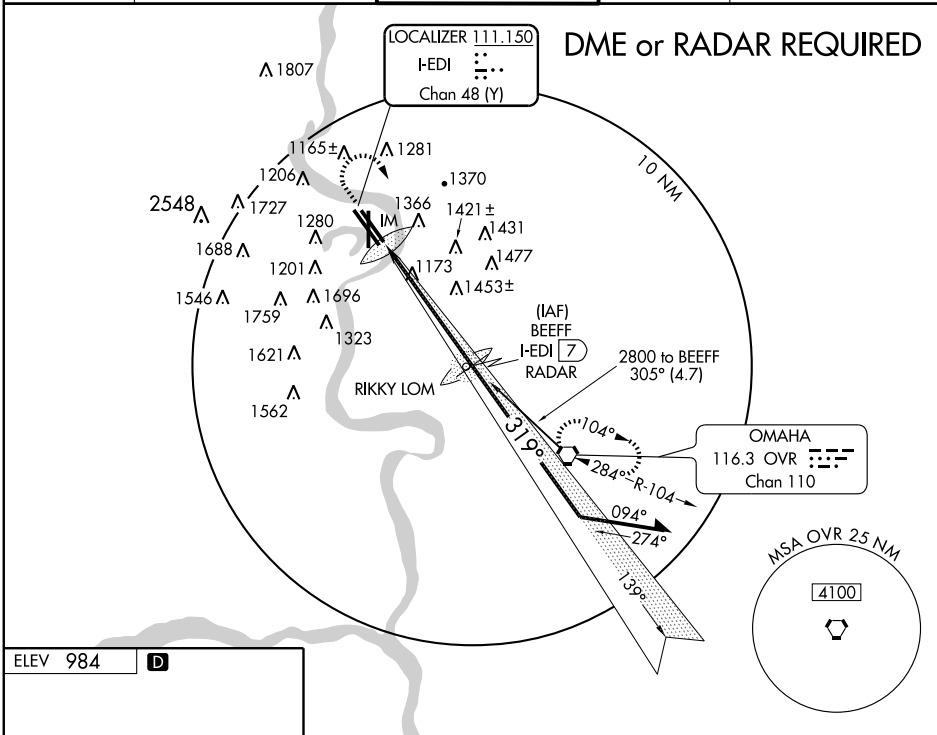
		ALSF-2 		MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.	
ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>		GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>



LOC/DME I-EDI <b>111.15</b> Chan <b>48</b> (Y)	APP CRS <b>319°</b>	Rwy Idg <b>8500</b> TDZE <b>984</b> Apt Elev <b>984</b>
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**ILS RWY 32R (CAT III)**  
OMAHA/ EPPLEY AIRFIELD (OMA)

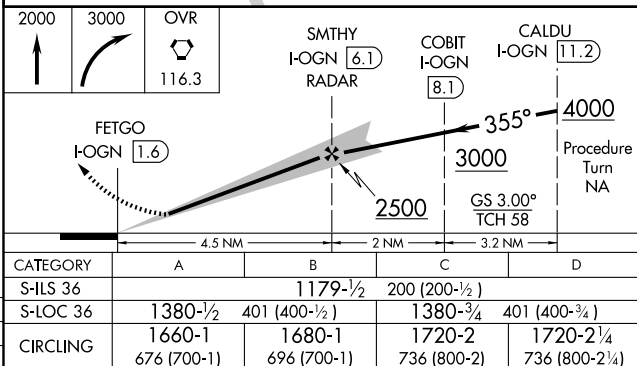
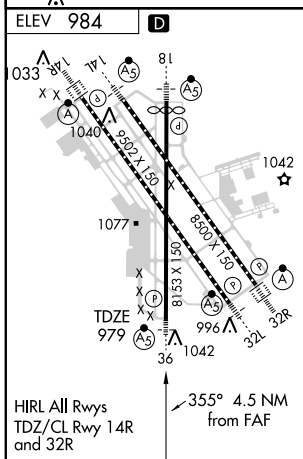
 		ALSF-2 	MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.		
ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>	



HIRL All Rwys  
TDZ/CL Rwy 14R and 32R

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

**MISSED APPROACH:** Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.

CLNC DEL  
119.9

OMAHA ATIS  
120.4  
OFFUTT AFB ATIS ★  
126.025 273.5  
OMAHA APP CON  
EAST 124.5 263.0  
WEST 120.1 354.05

CRYPT CENTRAL MOA

CRYPT SOUTHERN MOA

FORT DODGE

113.5 FOD  $\frac{\cdot}{\cdot}=\frac{\cdot}{\cdot}$

Chan 82

N42°36.67' W94°17.69'

L-12, H-5

10,000  
203°—  
176)

10,000  
— 225  
(3)

DABOY

- N41°53.32'

W94°27.57'

L-12, H-5

— 11 —

10,000  
- 267°.  
(67)

EPPLEY FIELD

OMAHA

116.3 OVR  $\overline{\cdot\cdot\cdot}$ 

Chan 110

N41°10.04' W95°44.20'

LANTK

N41°30' 75'

W95°07' 94'

## VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJET: Expect to cross at 16000  
NON-TURBOJET: Expect to cross at 10000

DES MOINES

117.5 DSM  $\bar{\cdot}$ 

Chan 122

N41°26.22'-W93°38.92'

L-12-27, H-5

OFFUTT  
AFB

Note: Chart not to scale.

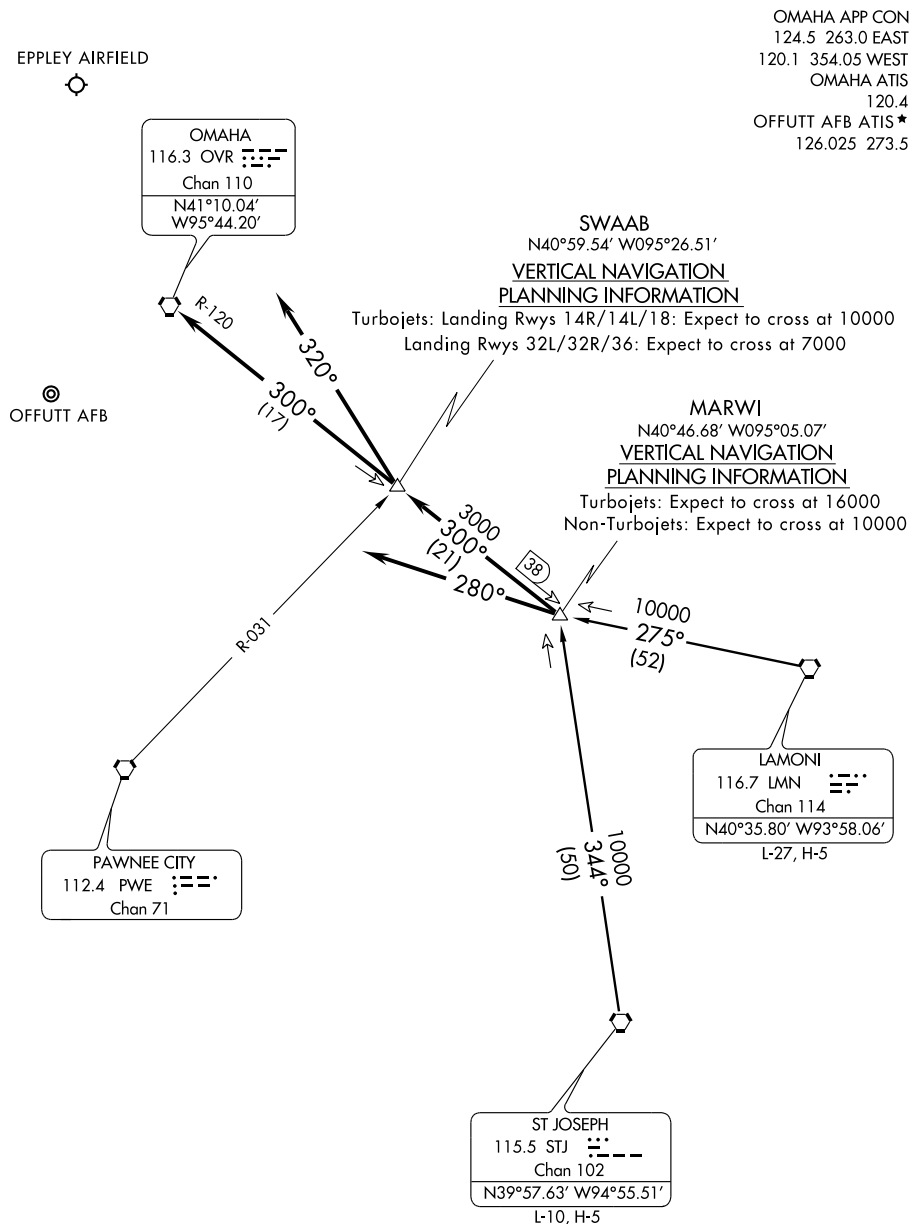
## RADAR REQUIRED

FORD DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . . .

DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence, ...

. . . From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.



NOTE: RADAR Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.

ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:

Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/OVR 17 DME then via heading 320°. Thence . . . .

Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence . . . .

LANDING OFFUTT AFB:

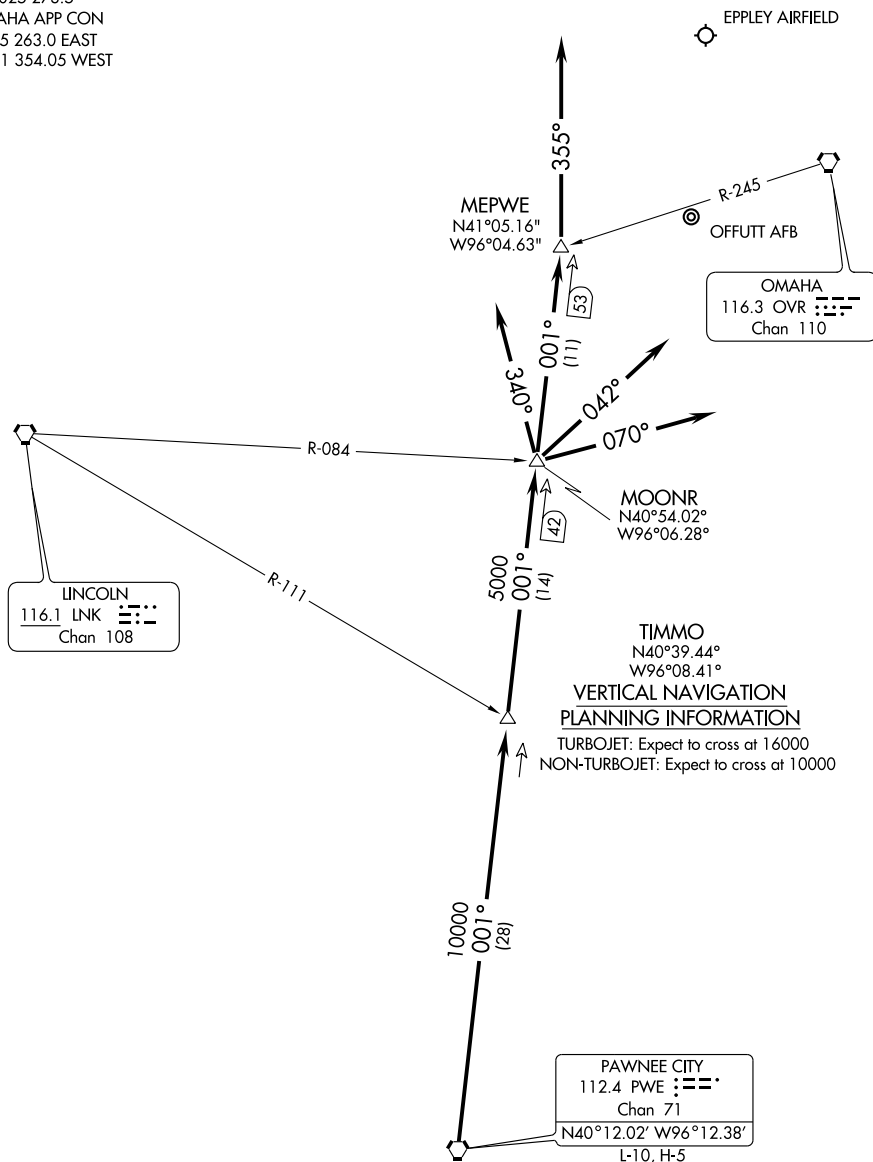
Depart MARWI INT via heading 280°. Thence . . . .

. . . . Expect radar vectors to final approach course.

## PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

EPPLEY ATIS 120.4  
 OFFUTT AFB ATIS  
 126.025 273.5  
 OMAHA APP CON  
 124.5 263.0 EAST  
 120.1 354.05 WEST



RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

## ARRIVAL DESCRIPTION

From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence . . . .

. . . . EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course.

. . . . OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course.

WAAS Ch <b>56699</b> <b>W14B</b>	APP CRS <b>139°</b>	Rwy Idg TDZE <b>8500</b> <b>984</b> Apt Elev <b>984</b>
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## RNAV (GPS) RWY 14L

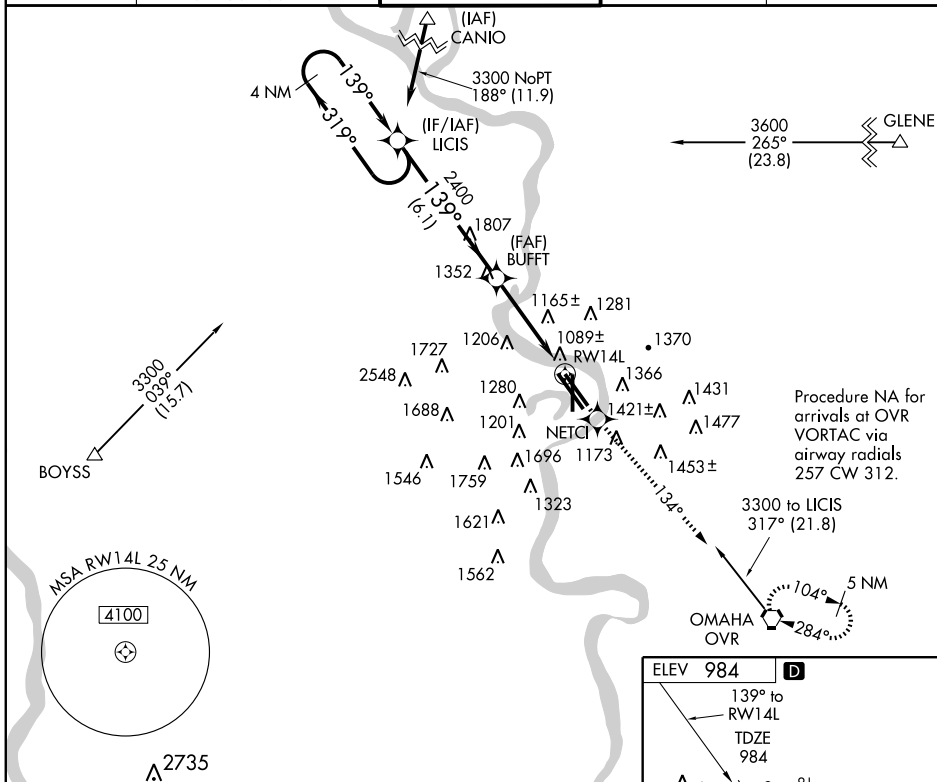
OMAHA/EPPLEY FIELD (OMA)

**⚠** For inoperative MALS, increase LPV visibility all Cats to RVR 5000.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

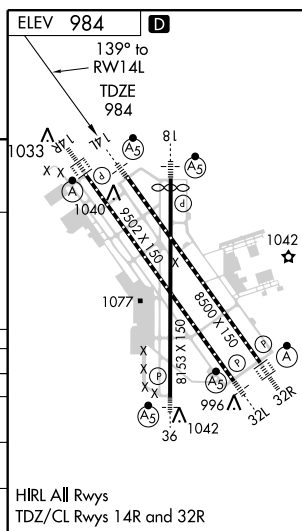
MALS  
AS

MISSED APPROACH: Climb to 3000 direct NETCI and via 134° track to OVR VORTAC and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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4 NM Holding Pattern		LICIS		BUFFT		3000 ↑		NETCI ✦		TRK 134° ↗		OVR ◻	
3300 ← 319° 139° →		139°		2400		* 1.5 NM to RW14L		RW14L		* LNAV only			
GS 3.00° TCH 54		6.1 NM		2.7 NM		1.5							
CATEGORY		A		B		C				D			
LPV DA		1273-24		289 (300-½)									
LNAV/VNAV DA		1521-60		537 (600-1¼)									
LNAV MDA		1520-24 536 (600-½)				1520-50 536 (600-1)				1520-60 536 (600-1¼)			
CIRCLING		1660-1 676 (700-1)		1680-1 696 (700-1)		1720-2 736 (800-2)				1720-2¼ 736 (800-2¼)			



WAAS Ch <b>56217</b> W14A	APP CRS <b>139°</b>	Rwy Idg <b>9502</b> TDZE <b>984</b> Apt Elev <b>984</b>
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## RNAV (GPS) RWY 14R

OMAHA/ EPPLEY AIRFIELD (OMA)

**⚠** Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility all Cats to RVR 5000. DME/DME RNP-0.3 NA.

ALSF2



**MISSED APPROACH:** Climb to 3000  
direct HETAN and via 132° track to  
OVR VORTAC and hold.

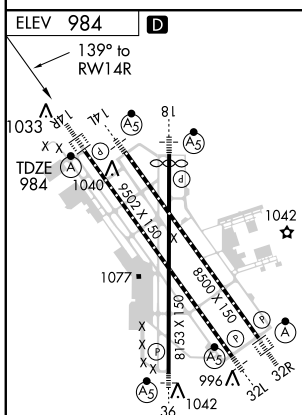
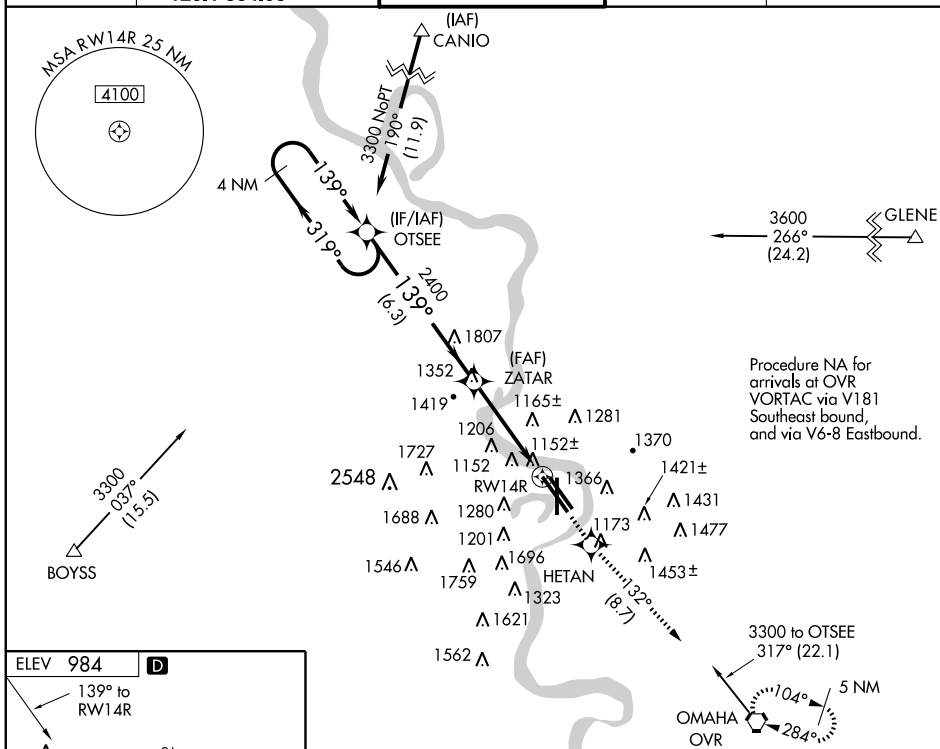
ATIS  
**120.4**

OMAHA APP CON  
124.5 263.0 EAST  
120.1 354.05 WEST

OMAHA TOWER  
132-1 256.9

GND CON  
**121.9**

CLNC DEL  
**119.9**



HIRL All Rwy  
TDZ/CL Rwy 14R and 32R

3000 ↑	HETAN ✦	132° TRK ↑	OVR ⬢	OTSEE 4 NM Holding Pattern 319° → 3300 ← 139°			
* LNAB only RW14R 1.5 NM to RW14R 1.5 2.7 NM 6.3 NM ZATAR 139° 2400 GS 3.00° TCH 57							
CATEGORY	A		B	C	D		
LPV DA	1273/24 289 (300-½)						
LNAB/VNAV	1471/60 487 (500-1¼)						
LNAB MDA	1500/24 516 (600-½)			1500/50 516 (600-1)	1500/60 516 (600-1¼)		
CIRCLING	1660-1¾ 676 (700-1¾)	1680-1¾ 696 (700-1¾)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)			



▼

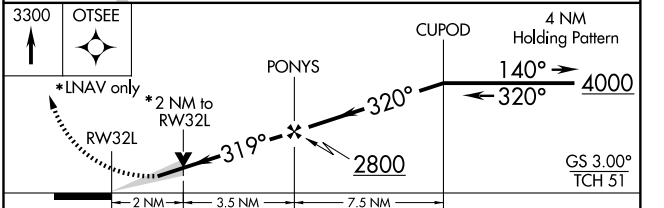
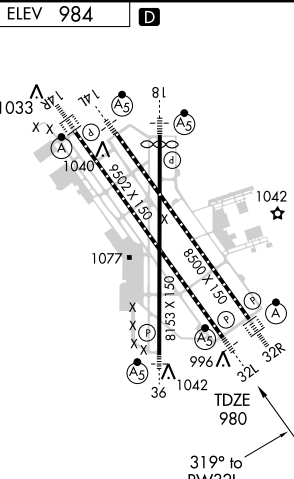
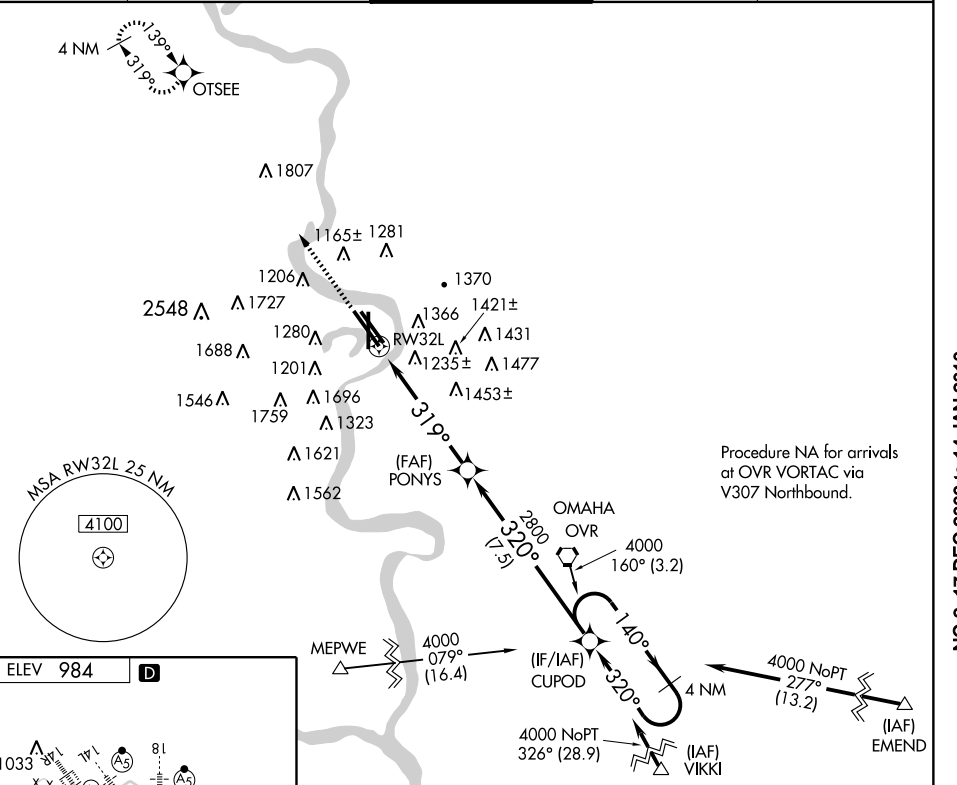
▲

Baro-VNAV NA below -16°C (4°F). For inoperative MALS increase LPV visibility all Cats to RVR 5000.  
DME/DME RNP-0.3 NA.

MALS R

MISSED APPROACH: Climb to 3300 direct OTSEE and hold.

ATIS <b>120.4</b>	OMAHA APP CON <b>124.5 263.0</b> EAST <b>120.1 354.05</b> WEST	OMAHA TOWER <b>132.1 256.9</b>	GND CON <b>121.9</b>	CLNC DEL <b>119.9</b>
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CATEGORY	A	B	C	D
LPV DA	1277-24 297 (300-½)			
LNAV/VNAV DA	1683-2 703 (700-2)			
LNAV MDA	1680/24 700 (700-½)		1680-1½ 700 (700-½)	1680-1¾ 700 (700-¾)
CIRCLING	1680-2½ 696 (700-2½)		1720-2 ½ 736 (800-2½)	

NC-2, 17 DEC 2009 to 14 JAN 2010

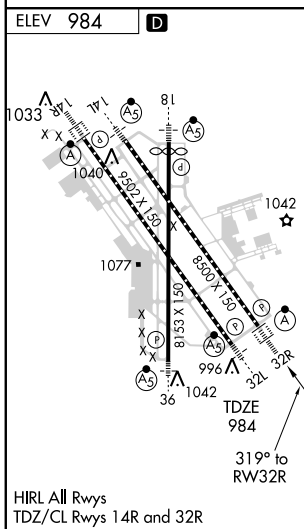
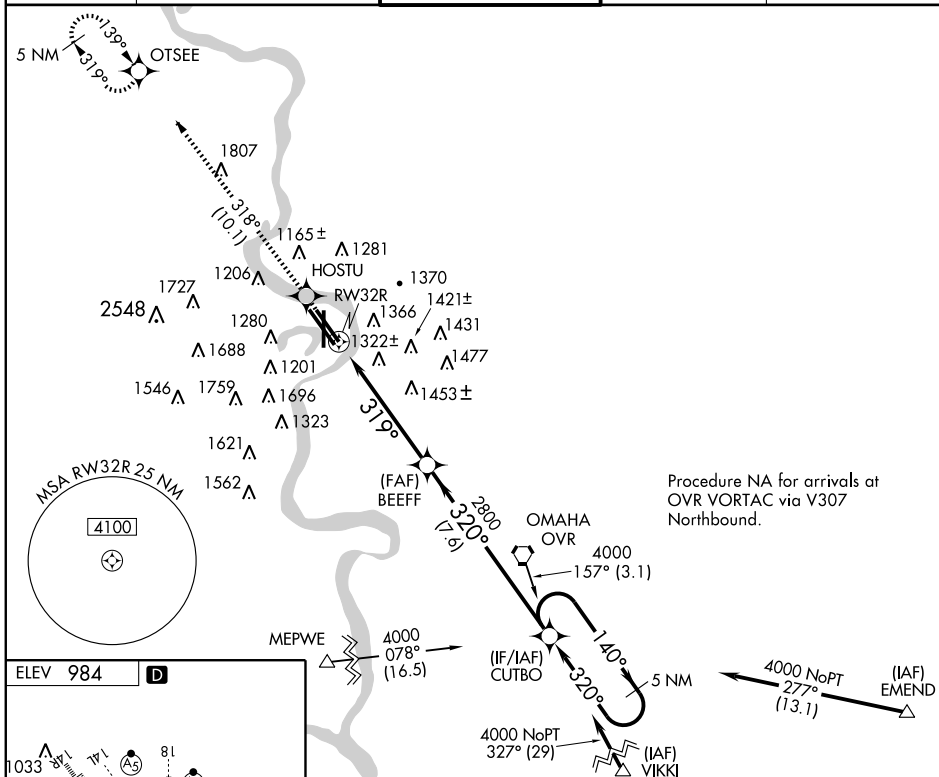
WAAS Ch <b>90599</b> <b>W32B</b>	APP CRS <b>319°</b>	Rwy Idg <b>8500</b> TDZE <b>984</b> Apt Elev <b>984</b>
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## RNAV (GPS) RWY 32R

OMAHA/EPPLEY FIELD (OMA)

<p>Baro-VNAV NA below -16°C (4°F). For inoperative ALSF, increase LPV visibility all Cats. to RVR 6000. DME/DME RNP-0.3 NA.</p>	<p>ALSF </p>	<p>MISSED APPROACH: Climb to 3300 direct HOSTU and via 318° track to OTSEE and hold.</p>
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ATIS 120.4	OMAHA APP CON 124.5 263.0 EAST 120.1 354.05 WEST	OMAHA TOWER 132.1 256.9	GND CON 121.9	CLNC DEL 119.9
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3300 ↑	HOSTU ✦	TRK 318°	OTSEE ✦	<p>Navigation chart details: - Start at 3300, heading 318° to HOSTU. - * NNAV only - * 2 NM to RW32R - RW32R (Runway 32 Right) - 2 NM to BEEFF (319°) - 3.5 NM to CUTBO (320°) - 7.6 NM to 4000 (140°) - 5 NM Holding Pattern at 4000 - GS 3.00° - TCH 55°</p>					
CATEGORY		A		B		C		D	
LPV	DA	1326/40		342 (400-¾)					
LNAV/ VNAV	DA	1690-2		706 (800-2)					
LNAV MDA		1680/24 696 (700-½)		1680-1½ 696 (700-½)		1680-1¾ 696 (700-1¾)			
CIRCLING		1700-2½		716 (800-2½)					



WAAS  
Ch **70317**  
W36A

APP CRS  
355°

Rwy Idg	8153
TDZE	979
Apt Elev	984

## RNAV (GPS) RWY 36

OMAHA/EPPLEY AIRFIELD (OMA)

**T** Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.  
**A** For inoperative MALSR increase LNAV Cats. A and B visibility to 1 mile. Inoperative table does not apply to LPV.



**MISSED APPROACH:** Climb to 3000  
direct TASKY and hold.

ATIS  
120.4

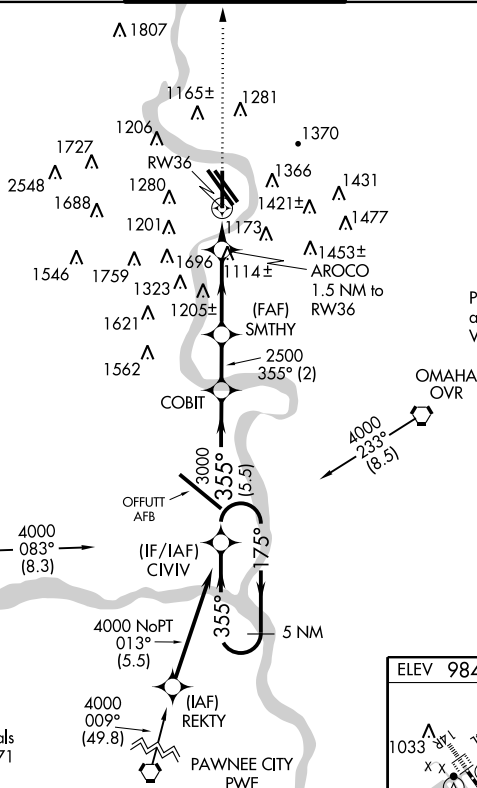
OMAHA APP CON  
124.5 263.0 EAST  
120.1 354.05 WEST

OMAHA TOWER  
132 1 256 9

GND CON  
121-9

CLNC DEL  
119.9

MISSED APCH FIX

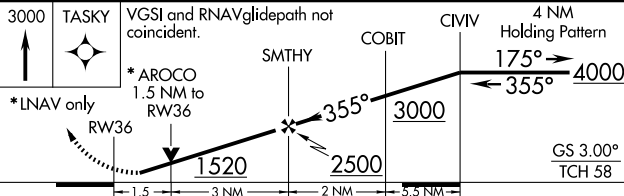


Procedure NA for arrivals  
at OVR VORTAC via  
V6-8 and V172 Eastbound.

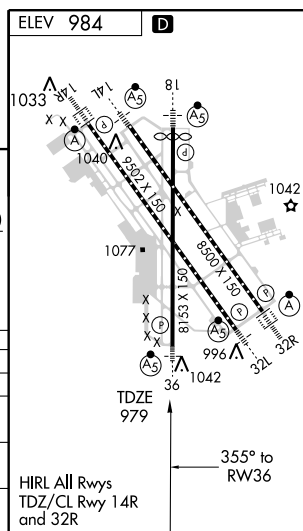
MSA RW36 25 NM

4100

Procedure NA for arrivals  
at PWE VORTAC via V71  
Southeast bound.



CATEGORY		A	B	C	D
LPV	DA	1 229-3/4		250 (300-3/4)	
LNAV/ VNAV	DA	1 473-1 1/4		494 (500-1 1/4)	
LNAV	MDA	1 420-3/4 441 (500-3/4)			1 420-1 441 (500-1)
CIRCLING		1 660-1 3/4 676 (700-1 3/4)	1 680-1 3/4 696 (700-1 3/4)	1 720-2 736 (800-2)	1 720-2 1/4 736 (800-2 1/4)



## SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA

OMAHA APP CON  
124.5 263.0 EAST  
120.1 354.05 WEST  
EPPLEY AIRFIELD ATIS  
120.4  
OFFUTT AFB ATIS ★  
126.025 273.5

BECOM  
N41°57.81' W096°07.87'  
VERTICAL NAVIGATION  
PLANNING INFORMATION  
Turbojets: Expect to cross at 16000  
Non-Turbojets: Expect to cross at 11000

SIOUX CITY  
116.5 SUX  
Chan 112  
N42°20.67' W96°19.42'  
L-12

AANDY  
N41°49.18'  
W096°03.55'

CANIO  
N41°38.81'  
W095°58.38'

EPPLEY AIRFIELD

OFFUTT AFB

OMAHA  
116.3 OVR  
Chan 110

NOTE: DME Required  
NOTE: RADAR Required  
NOTE: Chart not to scale.

From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME.  
Thence . . . .

. . . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANIO/OVR 31 DME,  
Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other  
runways: fly heading 145° for RADAR vectors to final approach course.



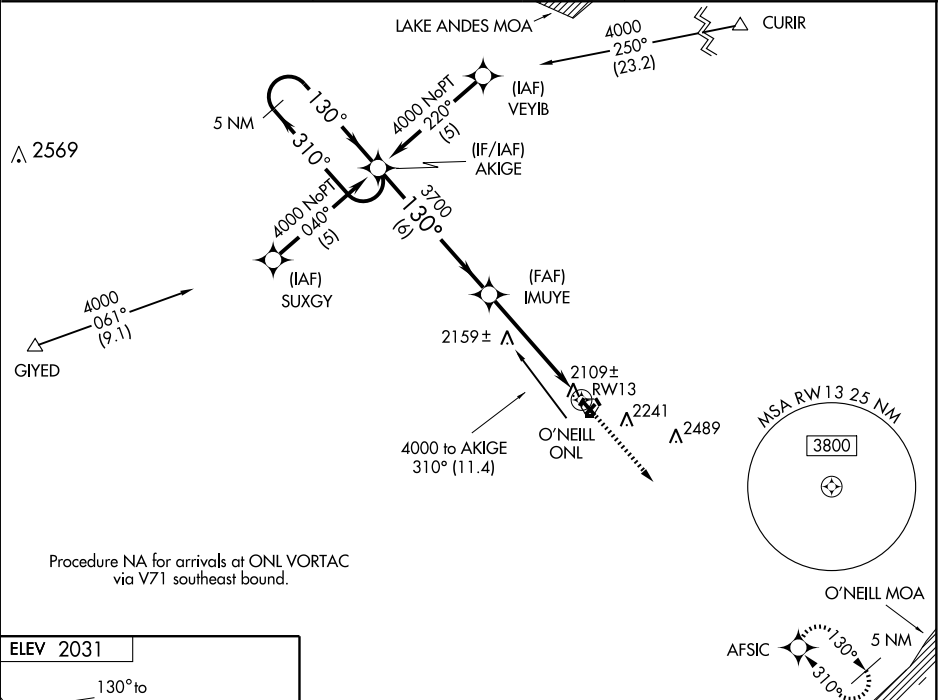
WAAS CH <b>90203</b> <b>W13A</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>4409</b> <b>2031</b> <b>2031</b>
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RNAV (GPS) RWY 13

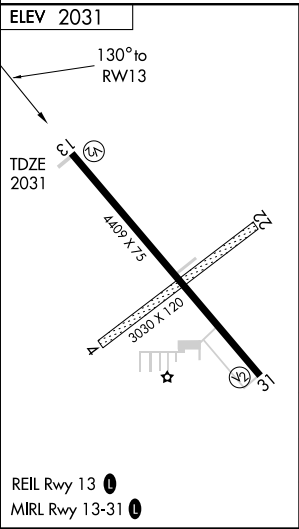
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

<p>▼ ▲</p>	<p>BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. VDP NA when using Evelyn Sharp Field altimeter setting.</p>	<p>MISSED APPROACH: Climb to 4000 direct AFSIC and hold.</p>
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AWOS-3 <b>121.125</b>	MINNEAPOLIS CENTER <b>128.0 385.5</b>	UNICOM <b>122.8 (CTAF) ①</b>
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Procedure NA for arrivals at ONL VORTAC via V71 southeast bound.



5 NM Holding Pattern				4000	AFSIC
				↑	✧
				* LNAV only.	
				* 1.1 NM to RWY 13	
				RWY 13	
				6 NM	
				3.9 NM	
				1.1	
CATEGORY	A	B	C	D	
LPV DA	2307-1	276 (300-1)		NA	
LNAV/VNAV DA	2379-1¼	348 (400-1¼)		NA	
LNAV MDA	2420-1	389 (400-1)		NA	
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)	NA	

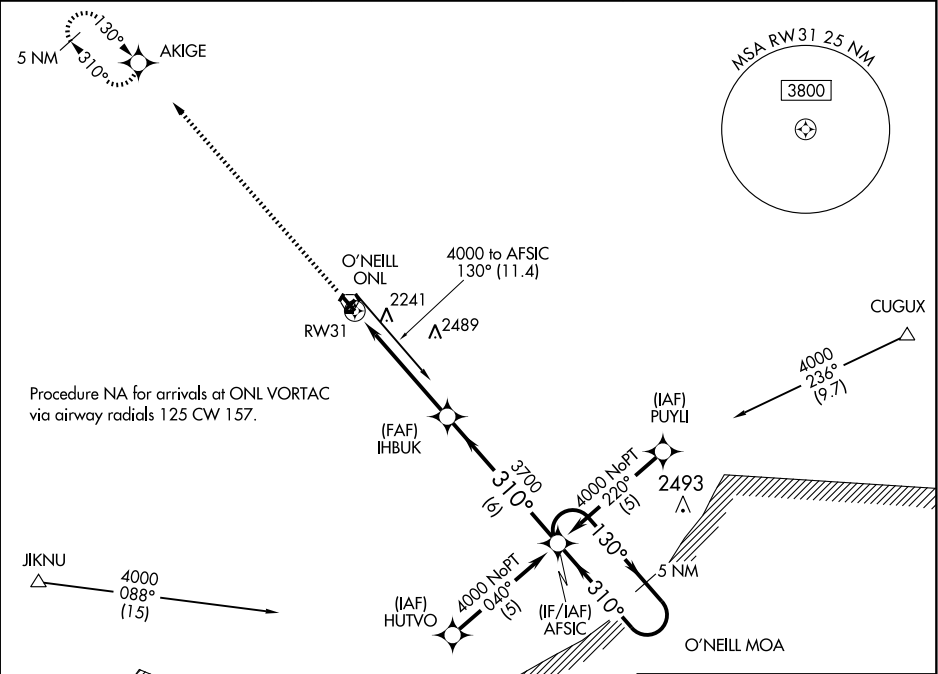
WAAS CH <b>70503</b> <b>W31A</b>	APP CRS <b>310°</b>	Rwy Idg TDZE Apt Elev	<b>4409</b> <b>2031</b> <b>2031</b>
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RNAV (GPS) RWY 31

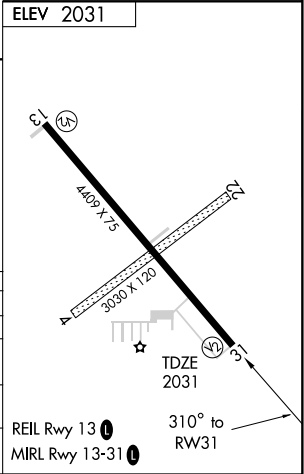
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

<p><b>▼</b> If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p>	MISSED APPROACH: Climb to 4000 direct AKIGE and hold.
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AWOS-3 <b>121.125</b>	MINNEAPOLIS CENTER <b>128.0 385.5</b>	UNICOM <b>122.8 (CTAF) 1</b>
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	ELEV 2031		
	5 NM Holding Pattern		
4000	AKIGE		
		AFSIC	
		IHBUK	
		310°	130°
		3700	4000
			GS 3.00° TCH 39
	5 NM	6 NM	
CATEGORY	A	B	C
LPV DA	2281-1	250 (300-1)	NA
LNAV/VNAV DA	2600-2	569 (600-2)	NA
LNAV MDA	2580-1	549 (600-1)	2580-1½ 549 (600-1½)
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)



VORTAC ONL <b>113.9</b> Chan <b>86</b>	APP CRS <b>125°</b>	Rwy Idg <b>4409</b> TDZE <b>2031</b> Apt Elev <b>2031</b>
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VOR RWY 13

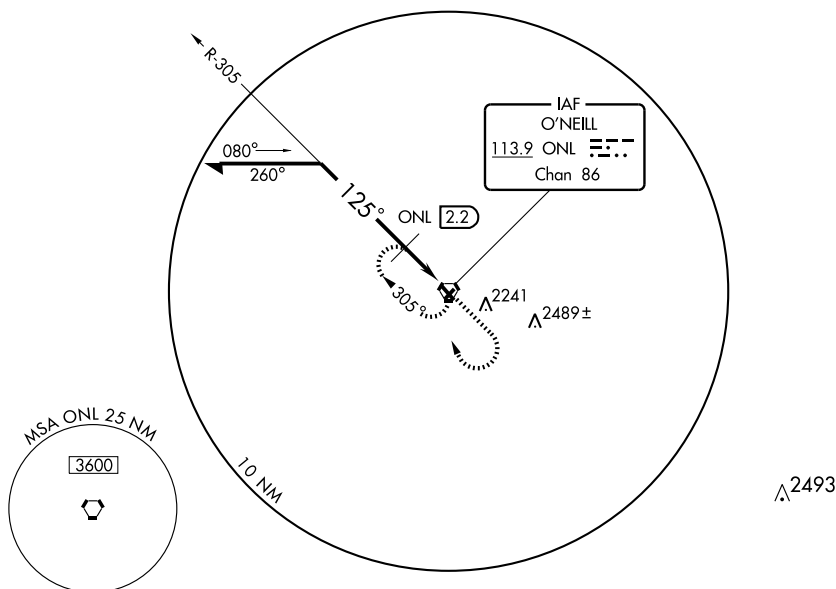
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)



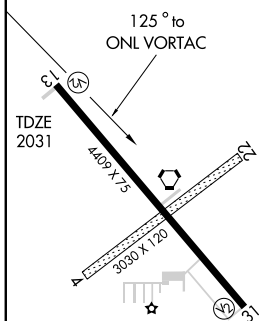
**MISSED APPROACH:** Climb to 3600 then right turn direct ONL VORTAC and hold.

AWOS-3  
121.125

MINNEAPOLIS CENTER  
128.0 385.5

UNICOM  
122.8 (CTAF) **L**

ELEV 2031



REIL Rwy 13 **L**  
MIRL Rwy 13-31 **L**

Knots	60	90	120	150	180
Min:Sec					

Remain  
within 10 NM

VORTAC

3600 ONL 2.2  
125°  
2500

---

3600



ONLY



113.9

CATEGORY	A	B	C	D
S-13	2500-1	469 (500-1)	2500-1½ 469 (500-1¼)	2500-1½ 469 (500-1½)
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)	2600-2 569 (600-2)
DME MINIMUMS				
S-13	2420-1 389 (400-1)			2420-1¼ 389 (400-1¼)
CIRCLING	2600-1	569 (600-1)	2600-1½ 569 (600-1½)	2600-2 569 (600-2)

AL-5515 (FAA)

VORTAC ONL <b>113.9</b> Chan <b>86</b>	APP CRS <b>318°</b>	Rwy Idg <b>4409</b> TDZE <b>2030</b> Apt Elev <b>2031</b>
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VOR RWY 31

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

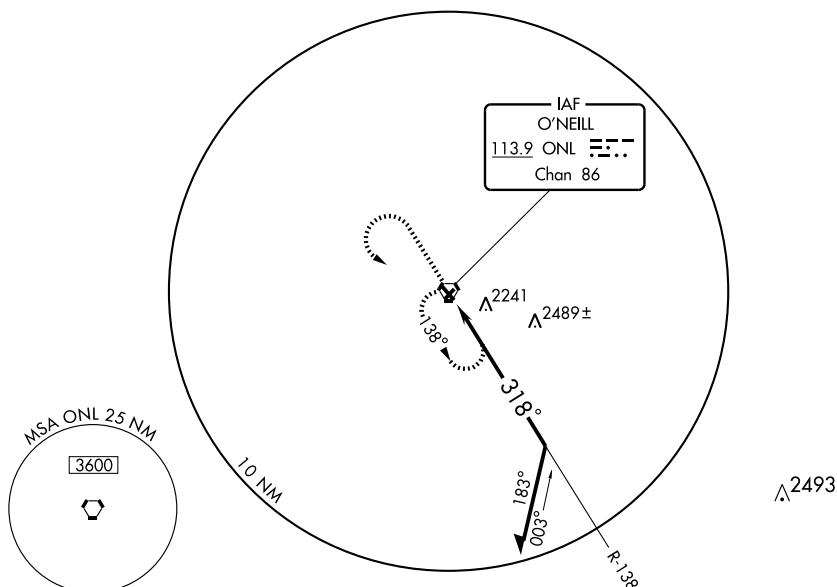
**T**

**MISSED APPROACH:** Climb to 3600 then left turn direct ONL VORTAC and hold.

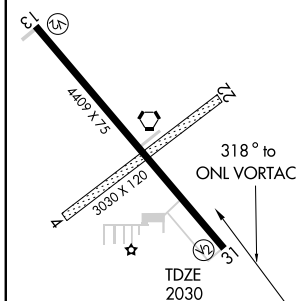
AWOS-3  
**121.125**

MINNEAPOLIS CENTER  
128.0 385.5

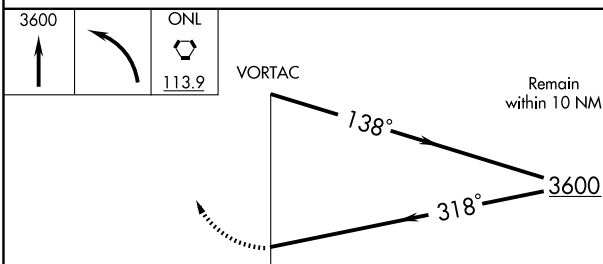
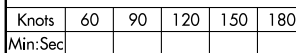
UNICOM  
122.8 (CTAF) **L**



ELEV 2031



REIL Rwy 13 L

MIRL Rwy 13-31 **L**

CATEGORY	A	B	C	D
S-31	2560-1	530 (600-1)	2560-1½ 530 (600-1½)	2560-1¾ 530 (600-1¾)
CIRCLING	2560-1	529 (600-1)	2560-1½ 529 (600-1½)	2600-2 569 (600-2)

NC-2. 17 DEC 2009 to 14 JAN 2010

NDB ODX	APP CRS	Rwy Idg	4721
356	124°	TDZE	2070
		Apt Elev	2070

NDB RWY 13

ORD/EVELYN SHARP FIELD (ODX)

▼

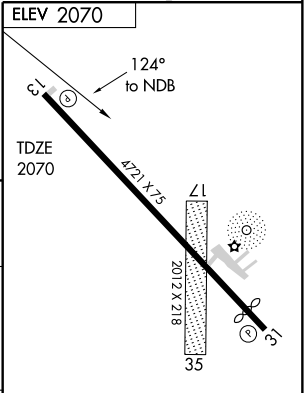
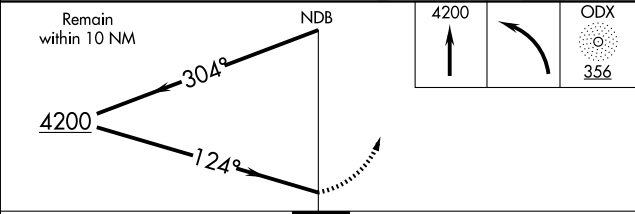
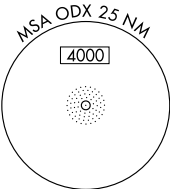
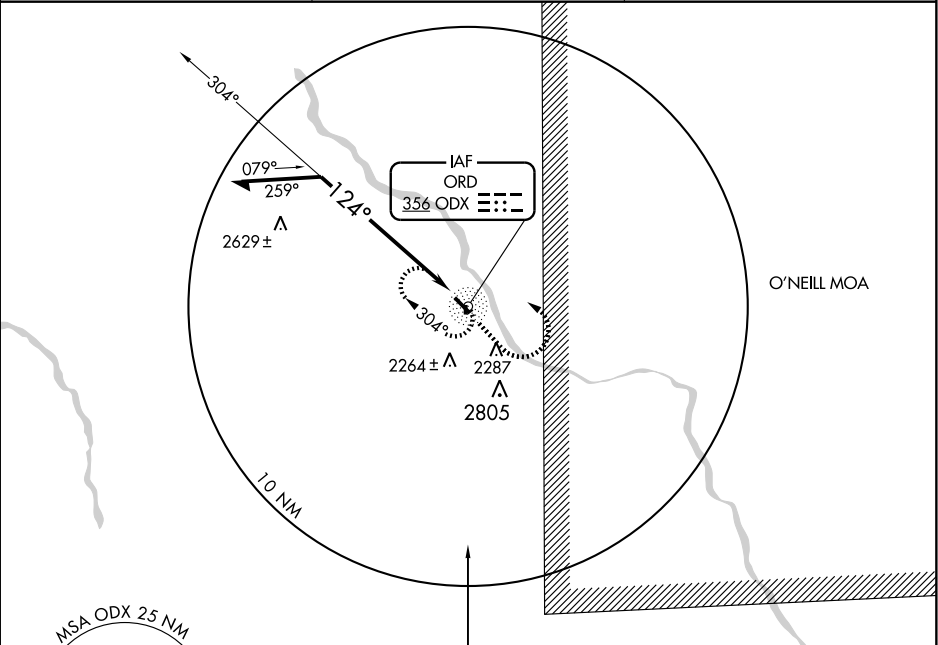
Visibility reduction by helicopters NA. Circling to Rwy 17-35 NA.

▲

When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet; and all Cat B visibilities ¼ mile.

MISSED APPROACH: Climb to 4200 then left turn direct ODX NDB and hold.

ASOS 119,925	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-13	2980-1¼	910 (1000-1¼)	NA	
CIRCLING	2980-1¼	910 (1000-1¼)	NA	

MIRL Rwy 13-31



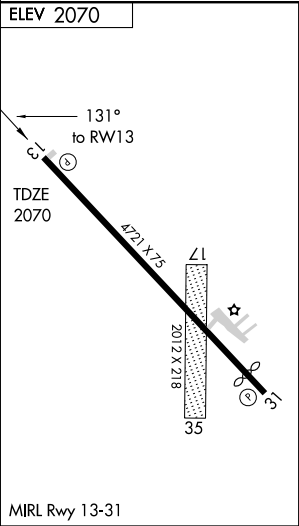
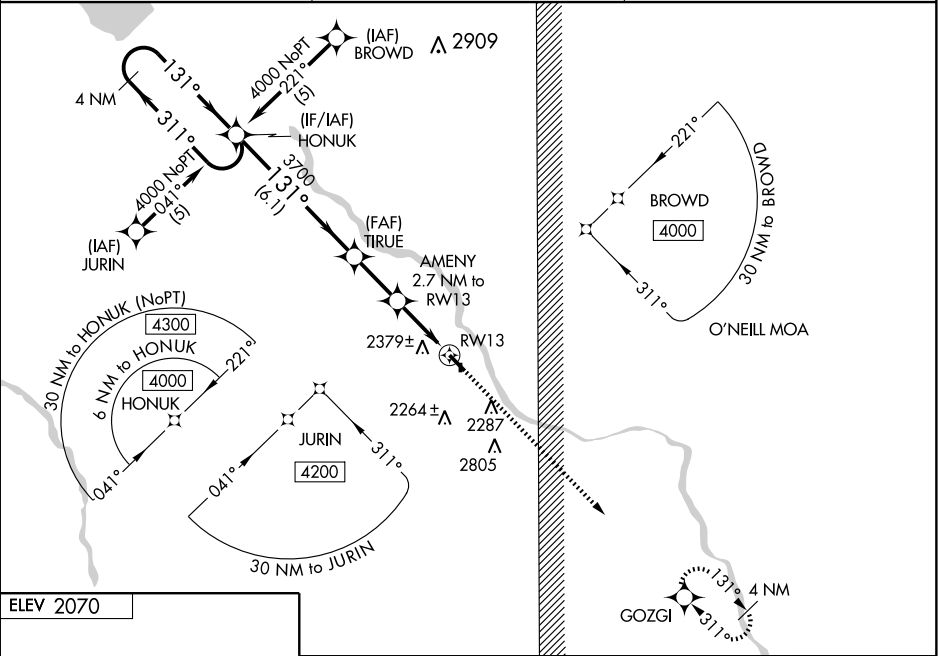
WAAS CH <b>90312</b> <b>W13A</b>	APP CRS <b>131°</b>	Rwy Idg TDZE Apt Elev	<b>4721</b> <b>2070</b> <b>2070</b>
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RNAV (GPS) RWY 13  
ORD/EVELYN SHARP FIELD (ODX)

**T** Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and all MDA 160 feet; increase all LPV and LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3900 direct GOZGI and hold.

ASOS <b>119.925</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>122.8</b> (CTAF)
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4 NM Holding Pattern		3900		GOZGI
HONUK		*LNAV only		
4000 ← 311°		131° →		
GS 3.00° TCH 44		TIRUE		
		AMENY 2.7 NM to RW13		
		*1.6 NM to RW13		
		RW13		
		*2980		
		6.1 NM		
		2.2 NM		
		1.1		
		1.6		
CATEGORY	A	B	C	D
LPV DA	2444-1¼	374 (400-1¼)	NA	
LNAV/VNAV DA	2698-2¼	628 (700-2¼)	NA	
LNAV MDA	2620-1	550 (600-1)	NA	
CIRCLING	2680-1	610 (700-1)	NA	

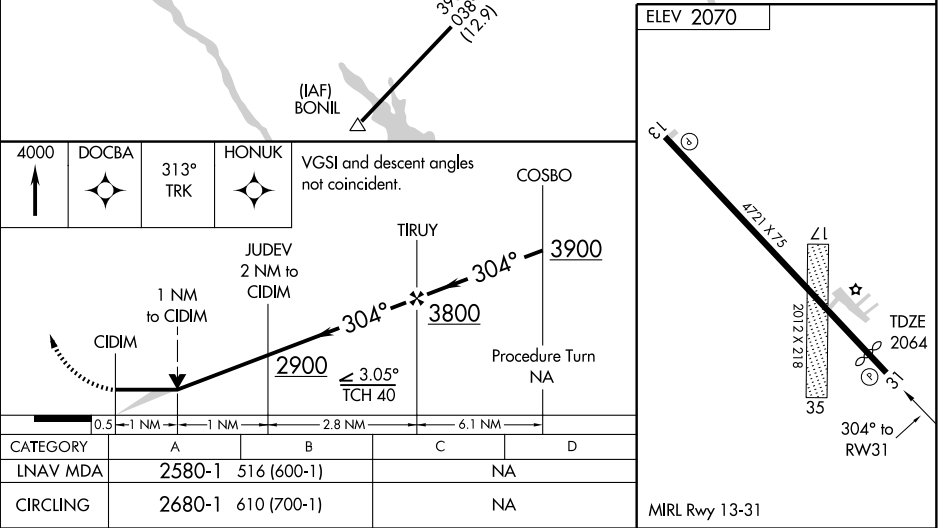
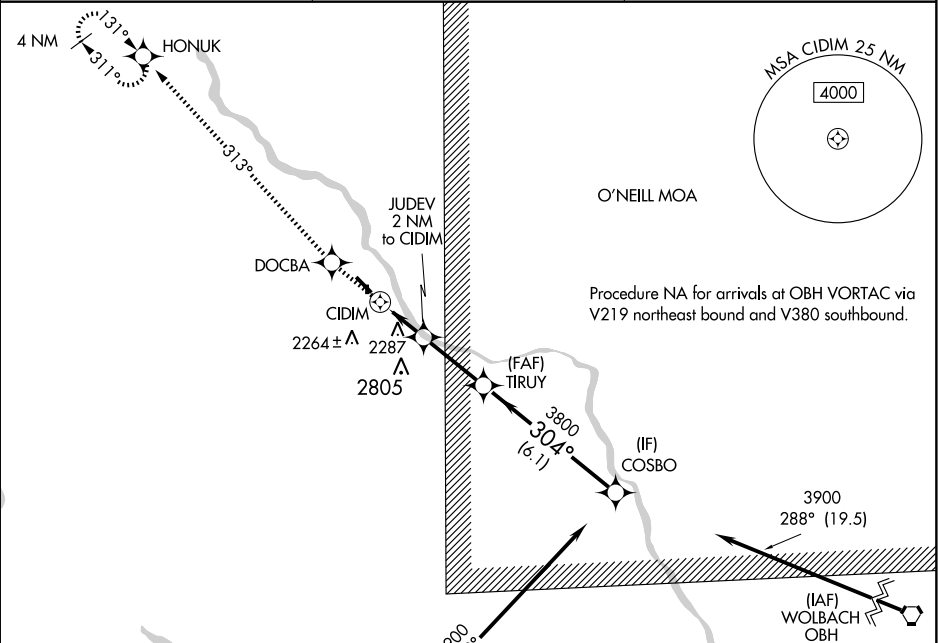
APP CRS 304°	Rwy Idg TDZE Apt Elev	4501 2064 2070
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# RNAV (GPS) Y RWY 31

ORD/ EVELYN SHARP FIELD (ODX)

<p><b>▼</b> DME/DME RNP-0.3 NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet and circling Cat B visibility ¼ mile.</p> <p><b>▲</b></p>	<p>MISSED APPROACH: Climb to 4000 direct DOCBA and via 313° track to HONUUK and hold.</p>
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ASOS 119.925	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF)
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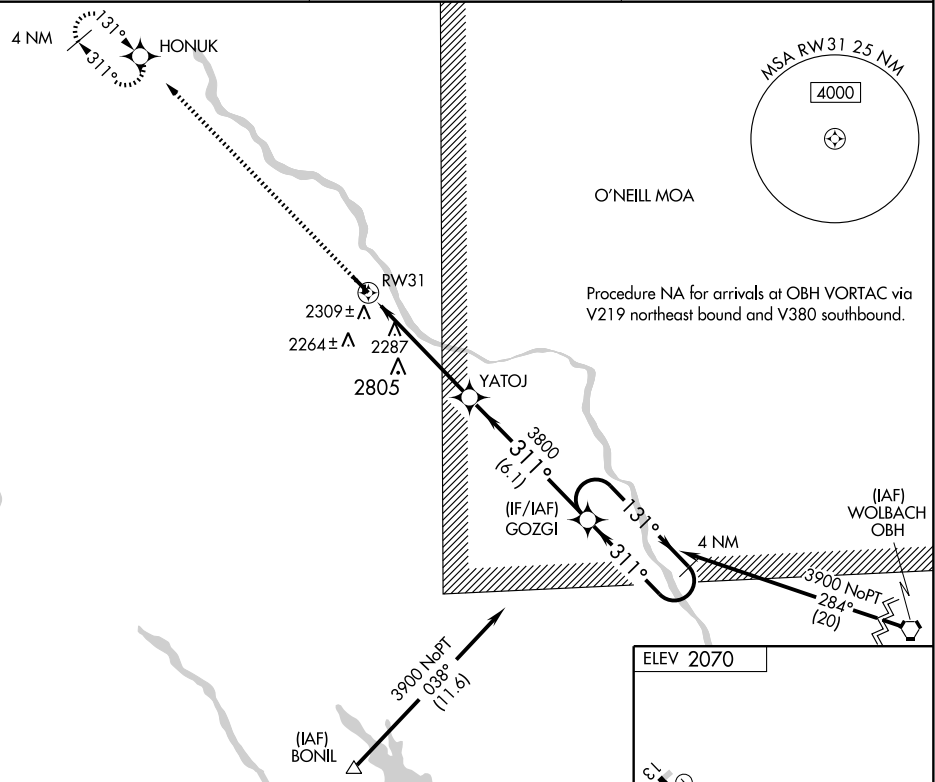
WAAS CH <b>99412</b> <b>W31A</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>4501</b> <b>2064</b> <b>2070</b>
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**RNAV (GPS) Z RWY 31**  
ORD/ EVELYN SHARP FIELD (ODX)

**Baro-VNAV NA** when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and increase all visibilities ½ mile.

**MISSED APPROACH:**  
Climb to 4000 direct HONUK and hold.

ASOS <b>119.925</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>122.8 (CTAF)</b>
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4000

↑

HONUK

✱

GOZGI

4 NM

Holding Pattern

131° →

← 311°

3900

GS 3.00°

TCH 40

VGSI and RNAV glidepath not coincident.

YATOJ

311°

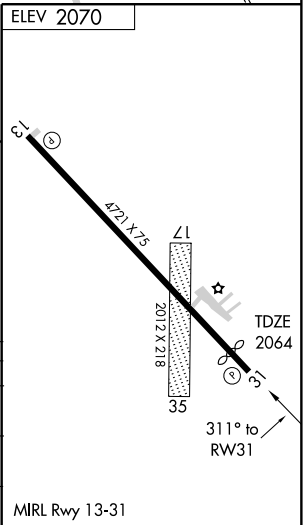
3800

RW31

5.2 NM

6.1 NM

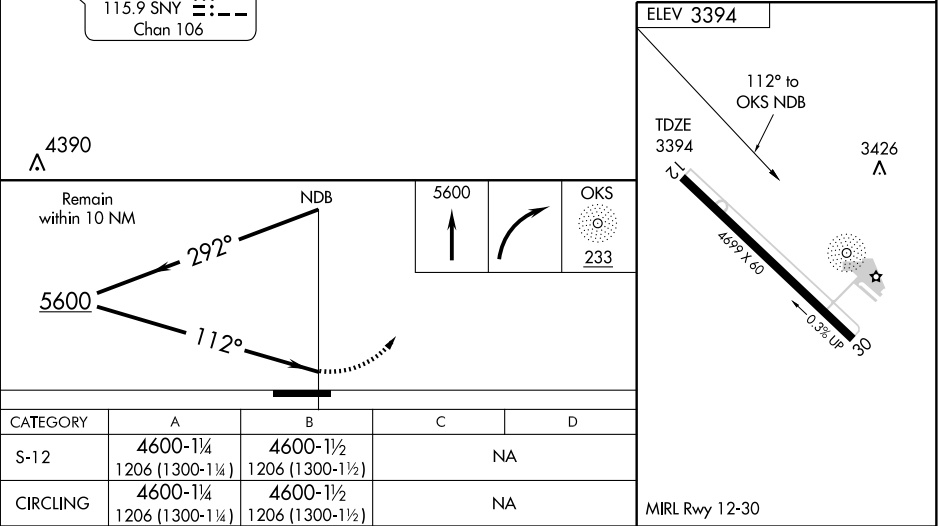
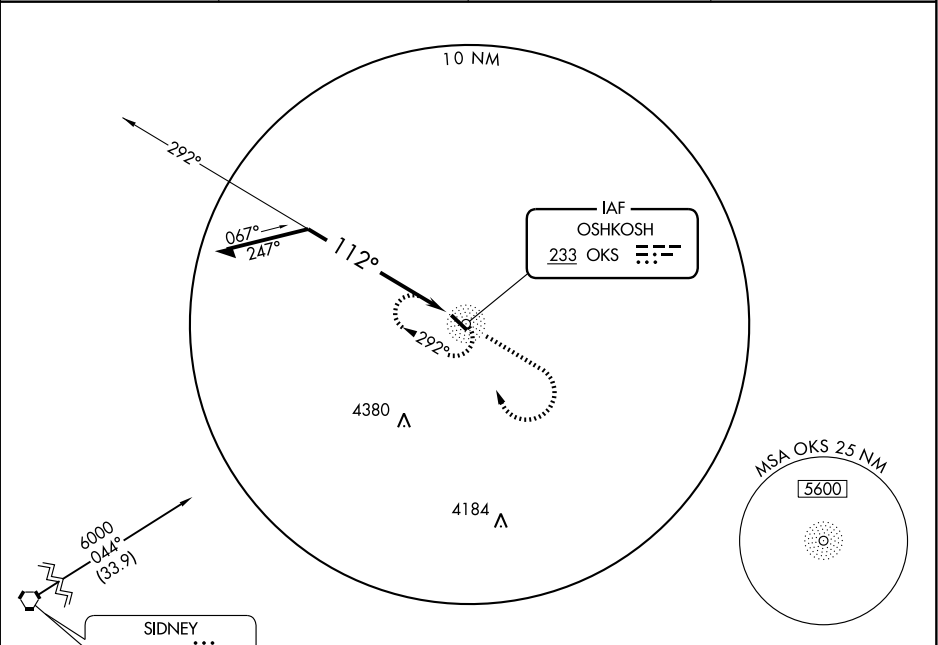
CATEGORY	A	B	C	D
LPV DA	2358-1	294 (300-1)	NA	
LNAV/ VNAV DA	2566-1¾	502 (500-1¾)	NA	
CIRCLING	NA			



NDB OKS <b>233</b>	APP CRS <b>112°</b>	Rwy Idg TDZE Apt Elev <b>4699</b> <b>3394</b> <b>3394</b>
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NDB RWY 12  
OSHKOSH/GARDEN COUNTY (OKS)

▼ ▲ NA Use Ogallala altimeter setting; when not received use Sidney altimeter setting.		MISSED APPROACH: Climb to 5600, then right turn direct OKS NDB and hold.	
OGALLALA AWOS-3 <b>121.275</b>	SIDNEY ASOS <b>118.025</b>	DENVER CENTER <b>118.475 225.4</b>	UNICOM <b>122.8</b> (CTAF)



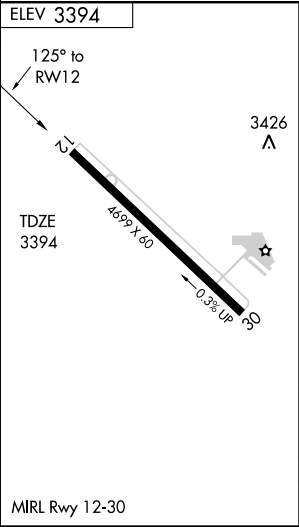
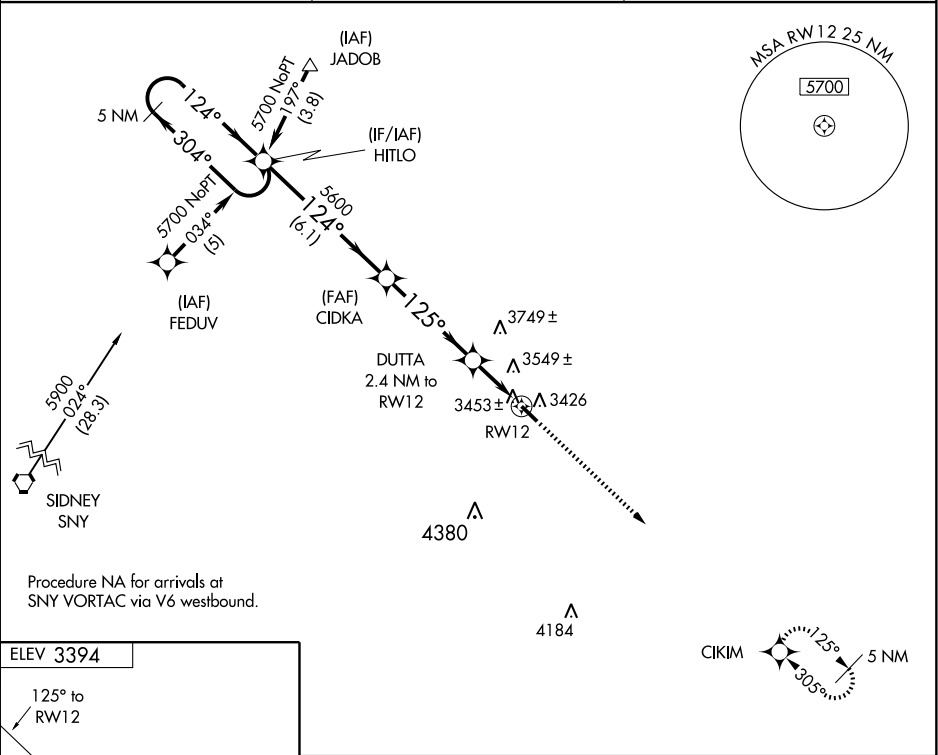
WAAS CH <b>99708</b> <b>W12A</b>	APP CRS <b>125°</b>	Rwy Idg <b>4699</b> TDZE <b>3394</b> Apt Elev <b>3394</b>
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# RNAV (GPS) RWY 12

OSHKOSH/GARDEN COUNTY (OKS)

 NA	Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile.	MISSED APPROACH: Climb to 5400 direct CIKIM and hold.
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OGALLALA AWOS-3 <b>121.275</b>	DENVER CENTER <b>118.475 225.4</b>	UNICOM <b>122.8 (CTAF)</b>
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5 NM Holding Pattern				* LNAV only		5400	CIKIM
HITLO				CIDKA		DUTTA 2.4 NM to RWY12	
5700 ← 304°				124° →		RWY12	
GS 3.00°				5600		*4200	
TCH 40				6.1 NM		4.3 NM	
CATEGORY		A	B	C		D	
LPV DA		3762-1¼	368 (400-1¼)	NA		NA	
LNAV/VNAV DA		3882-1¾	488 (500-1¾)	NA		NA	
LNAV MDA		3860-1	466 (500-1)	NA		NA	
CIRCLING		3940-1	3980-1	NA		NA	
		546 (600-1)	586 (600-1)				

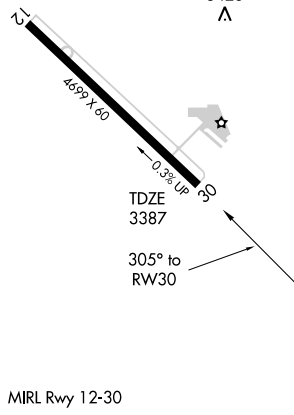
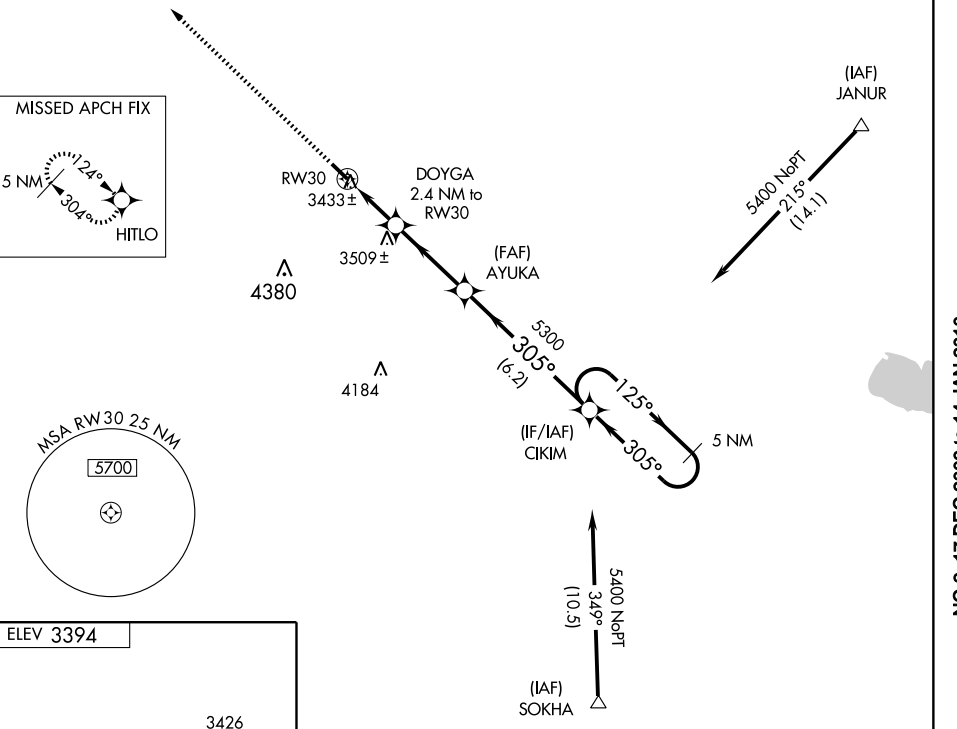
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile.

MISSED APPROACH: Climb to 5700 direct HITLO and hold.

OGALLALA AWOS-3  
**121.275**

DENVER CENTER  
**118.475 225.4**

UNICOM  
**122.8** (CTAF)



5700

↑

HITLO

\* LNAV only.

5 NM Holding Pattern

DOYGA

2.4 NM to RW30

AYUKA

CIKIM

125° →

← 305°

5400

305°

5300

RW30

\*4180

GS 3.00°

TCH 40

2.4 NM

3.4 NM

6.2 NM

CATEGORY	A	B	C	D
LPV DA	3734-1¼	347 (400-1¼)	NA	
LNAV/VNAV DA	3792-1½	405 (400-1½)	NA	
LNAV MDA	3880-1	493 (500-1)	NA	
CIRCLING	3940-1 546 (600-1)	3980-1 586 (600-1)	NA	

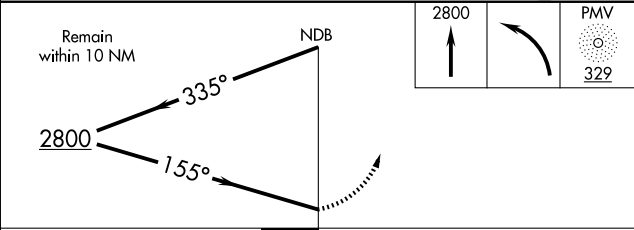
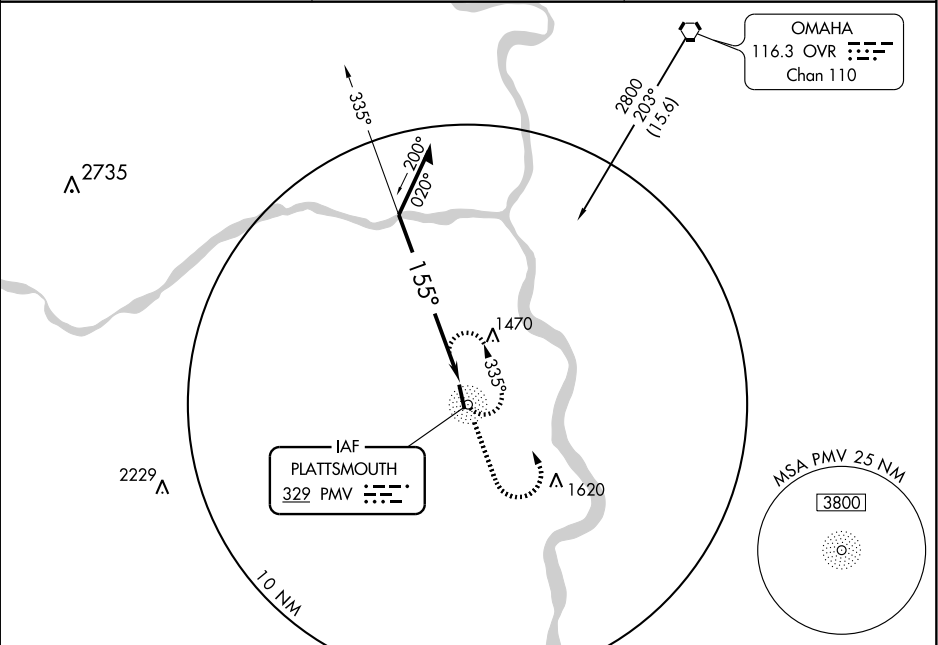
NC-2. 17 DEC 2009 to 14 JAN 2010

NDB PMV <b>329</b>	APP CRS <b>155°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1202</b> <b>1204</b>
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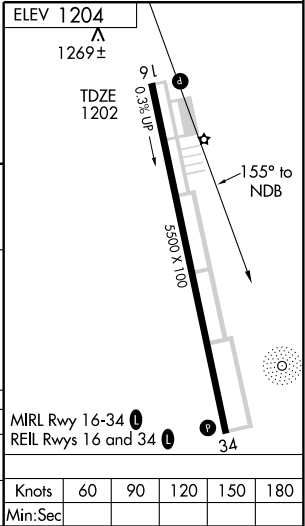
NDB RWY 16  
PLATTSMOUTH MUNI (PMV)

<b>NA</b> When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDA 60 feet.	MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.
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AWOS-3 <b>118.975</b>	OMAHA APP CON <b>120.1 354.05</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-16	1840-1	638 (700-1)	NA	
CIRCLING	1840-1	636 (700-1)	NA	

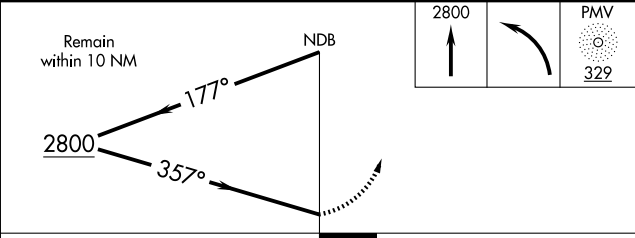
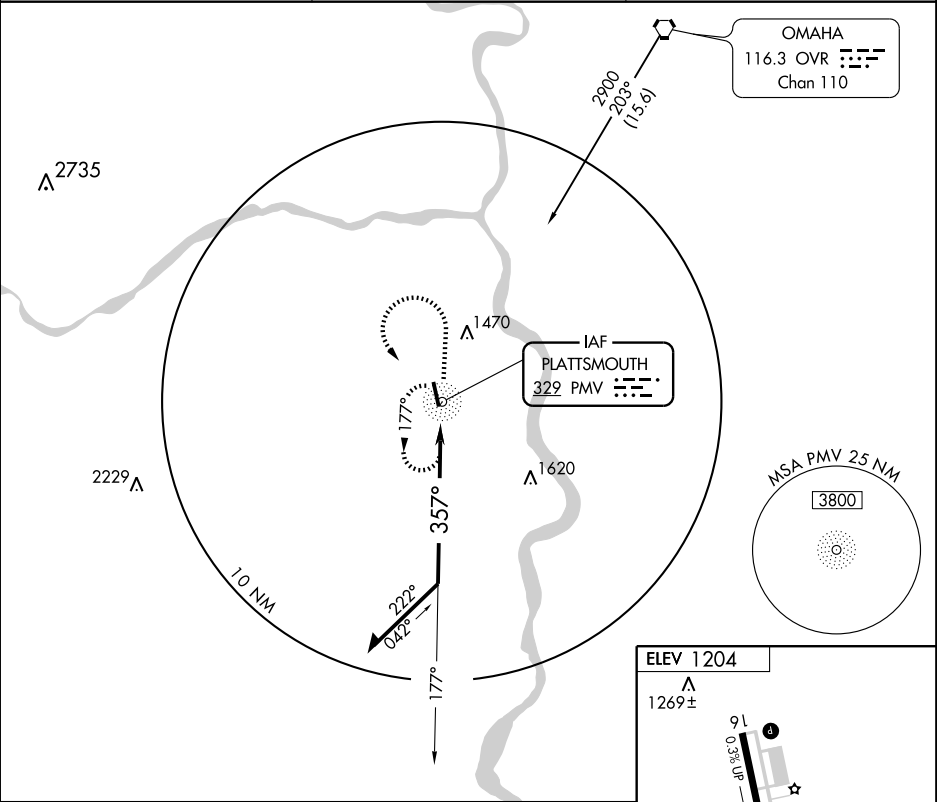


NDB PMV <b>329</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1204</b> <b>1204</b>
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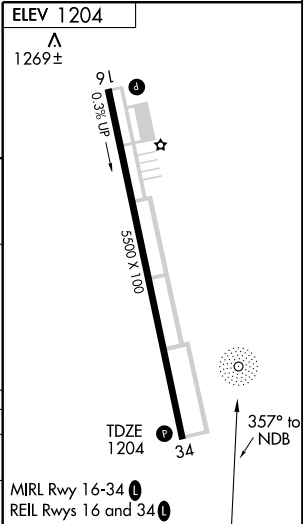
NDB RWY 34  
PLATTSMOUTH MUNI (PMV)

<b>⚠</b> When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.
---	--

AWOS-3 <b>118.975</b>	OMAHA APP CON <b>120.1 354.05</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-34	1840-1	636 (700-1)	NA	
CIRCLING	1840-1	636 (700-1)	NA	





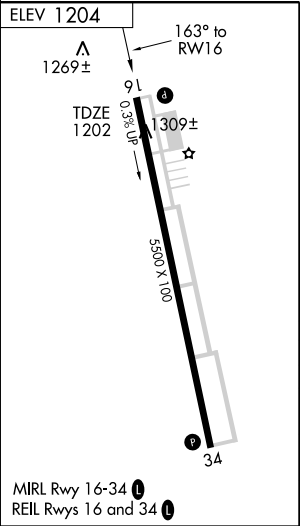
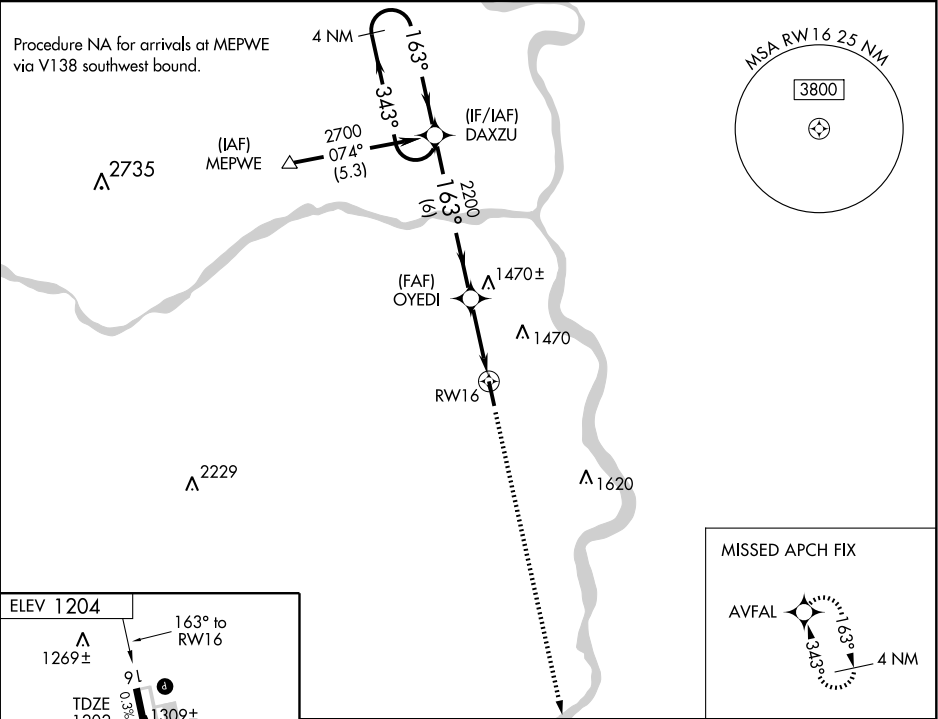
WAAS CH <b>45800</b> <b>W16A</b>	APP CRS <b>163°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1202</b> <b>1204</b>
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RNAV (GPS) RWY 16  
PLATTSMOUTH MUNI (PMV)

**⚠** When local altimeter setting not received, use Offutt AFB altimeter setting, increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct AVFAL and hold.

AWOS-3 <b>118.975</b>	OMAHA APP CON <b>120.1 354.05</b>	UNICOM <b>122.7 (CTAF) 0</b>
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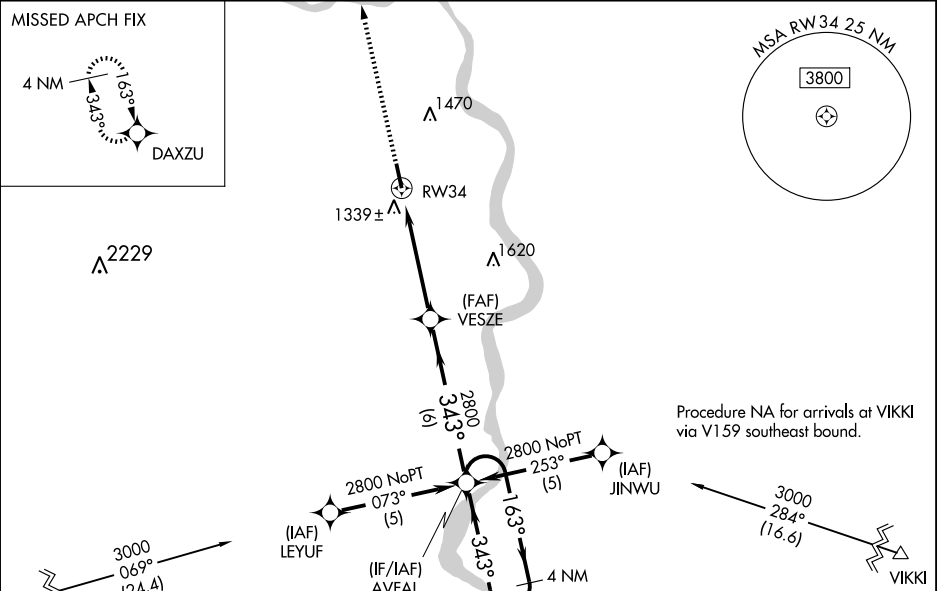
4 NM Holding Pattern		DAXZU	* LNAV only.	2800	AVFAL
2700		163°	163°	↑	✧
GS 3.00° TCH 39°		2200	OYEDI	* 1 NM to RW16	RW16
		6 NM	2 NM	1 NM	
CATEGORY	A	B	C	D	
LPV DA	1452-1	250 (300-1)	NA		
LNAV/VNAV DA	1539-1¼	337 (400-1¼)	NA		
LNAV MDA	1560-1	358 (400-1)	NA		
CIRCLING	1640-1 436 (500-1)	1660-1 456 (500-1)	NA		

WAAS CH <b>40200</b> <b>W34A</b>	APP CRS <b>343°</b>	Rwy Idg <b>5500</b> TDZE <b>1204</b> Apt Elev <b>1204</b>
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RNAV (GPS) RWY 34  
PLATTSMOUTH MUNI (PMV)

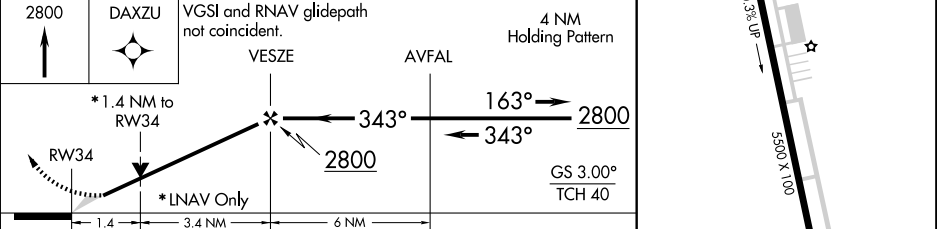
<b>⚠</b> When local altimeter setting not received, use Offutt AFB altimeter setting, and increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2800 direct DAXZU and hold.
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AWOS-3 <b>118.975</b>	OMAHA APP CON <b>120.1 354.05</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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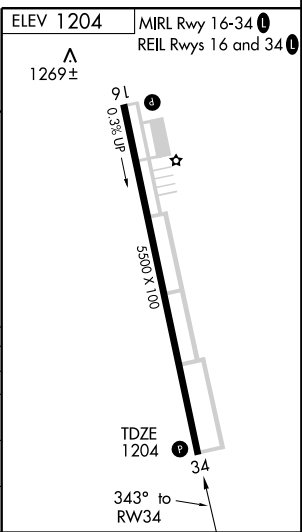


PANNY	3000	069°	(24.4)
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2800	DAXZU	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern
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CATEGORY	A	B	C	D
LPV DA	1454-1	250 (300-1)	NA	NA
LNAV/VNAV DA	1656-1½	452 (500-1½)	NA	NA
LNAV MDA	1680-1	476 (500-1)	NA	NA
CIRCLING	1680-1	476 (500-1)	NA	NA



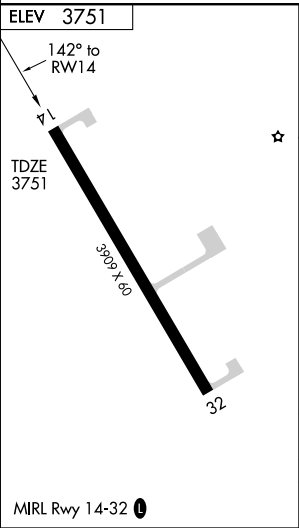
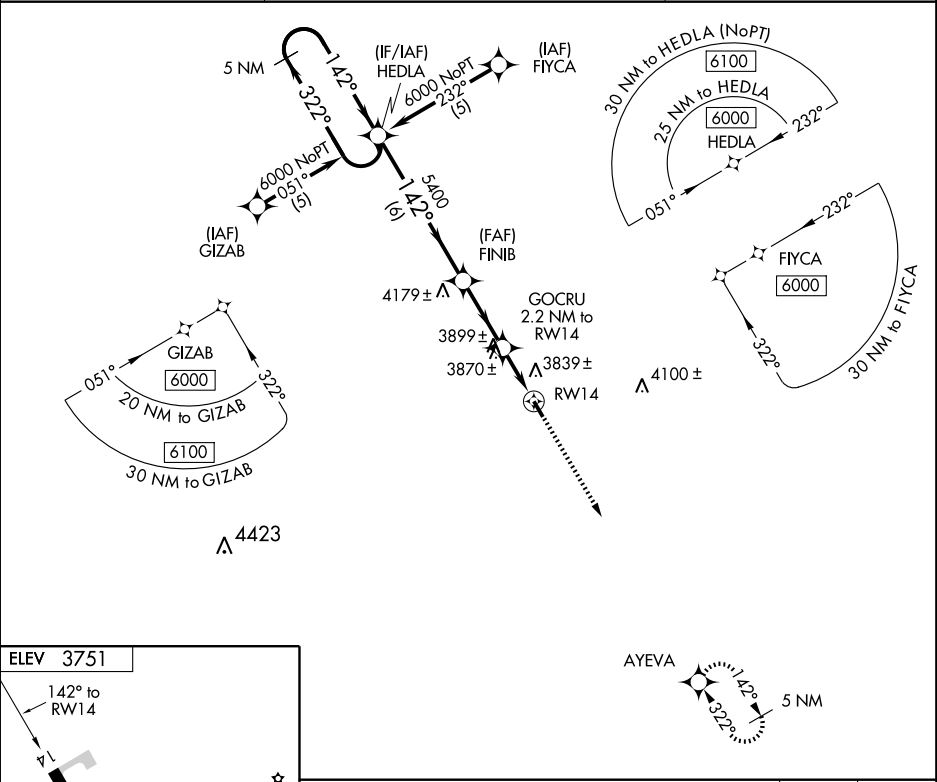
WAAS CH <b>72814</b> <b>W14A</b>	APP CRS <b>142°</b>	Rwy Idg <b>3909</b> TDZE <b>3751</b> Apt Elev <b>3751</b>
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# RNAV (GPS) RWY 14

RUSHVILLE/ MODISETT (9V5)

 Baro-VNAV NA. DME/DME RNP-0.3 NA.  Use Pine Ridge altimeter setting.	MISSED APPROACH: Climb to 6000 direct AYEVA and hold.
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PINE RIDGE ASOS <b>126.775</b>	DENVER CENTER <b>127.95 338.2</b>	CTAF <b>122.9 0</b>
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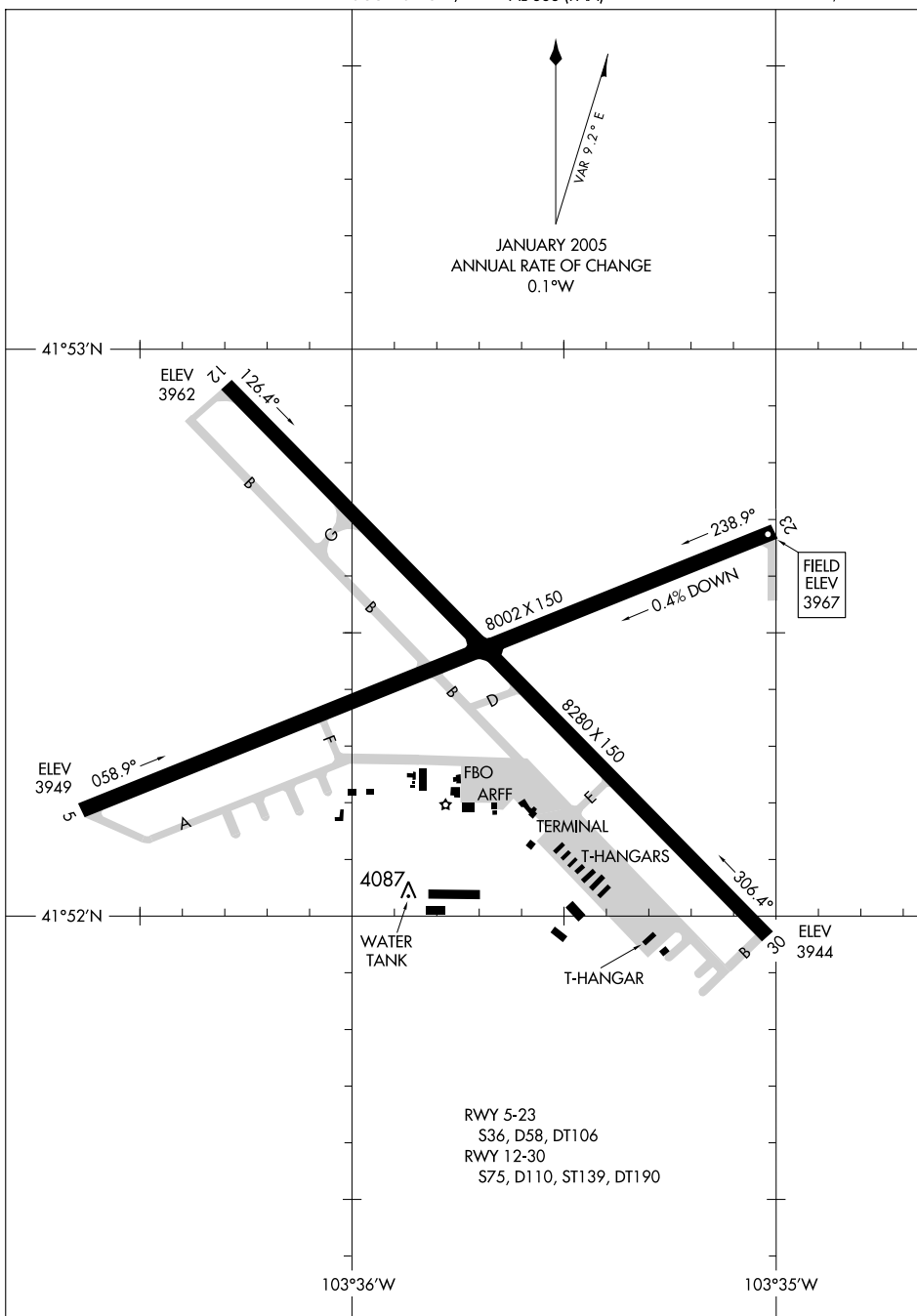


5 NM Holding Pattern		HEDLA		FINIB		GOCRU 2.2 NM to RW14		6000 ↑ AYEVA	
6000		322° 142°		142°		5400		*4480	
GS 3.00° TCH 40		6 NM		2.8 NM		2.2 NM		RW14	
CATEGORY		A		B		C		D	
LPV DA		4117-1¼		366 (400-1¼)		NA		NA	
LNAV/VNAV DA		4279-2		528 (600-2)		NA		NA	
LNAV MDA		4300-1		549 (600-1)		NA		NA	
CIRCLING		4380-1 629 (700-1)		4400-1 649 (700-1)		NA		NA	



# AIRPORT DIAGRAM

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)  
SCOTTSDLUFF/ AL-383 (FAA) SCOTTSDLUFF, NEBRASKA



NC-2, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-RMT <b>110.35</b> Chan <b>40 (Y)</b>	APP CRS <b>126°</b>	Rwy Idg <b>8280</b> TDZE <b>3963</b> Apt Elev <b>3967</b>
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SCOTTSBLUFF/

TSBLUFF/ ILS or LOC/DME RWY 12  
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

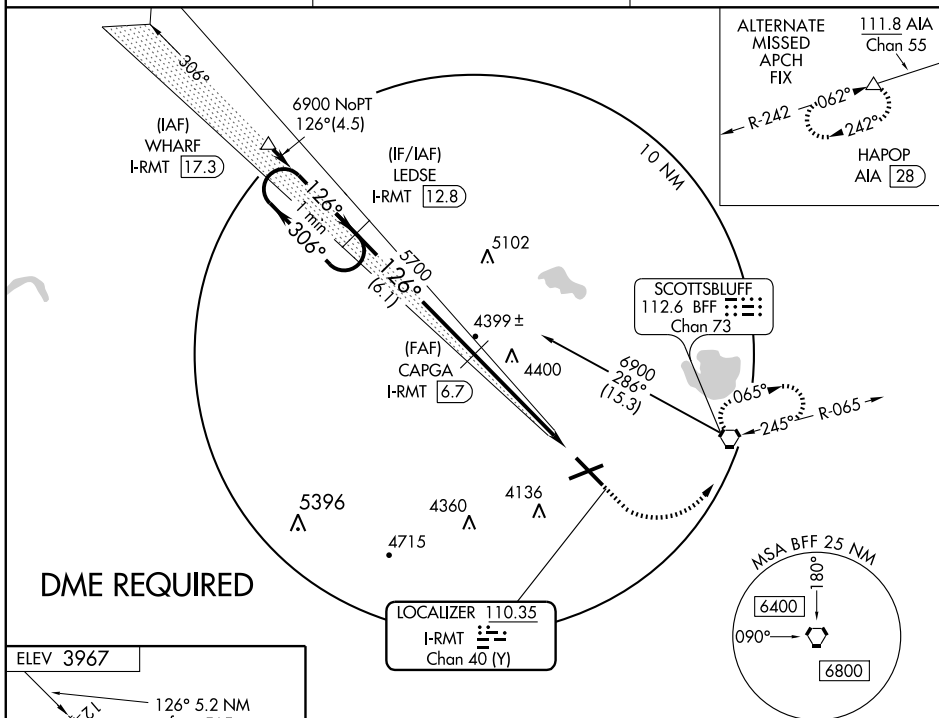
▼ When local altimeter setting not received, use Alliance altimeter setting and increase DA 91 feet; all MDAs 100 feet, and S-LOC 12 and circling Cat B/C/D visibilities ¼ mile. For inoperative MALSR, when using Alliance altimeter setting, increase S-LS 12 visibility to 1. VDP NA when using Alliance altimeter setting.

MALSR

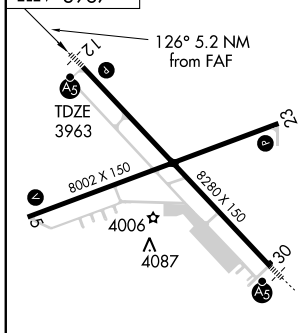


**MISSED APPROACH:** Climb to 4500 then climbing left turn to 6900 direct BFF VORTAC and hold, continue climb-in-hold to 6900.

ASOS  
121.025

DENVER CENTER  
127.95 338.2UNICOM  
123.0 (CTAF) **L**

ELEV 3967



REIL Rwy 12  
HIRL Rwy 12-30 (L)  
MIRL Rwy 5-23 (L)

Knots	60	90	120	150	180
Min:Sec					

### 1 Minute Holding Pattern

ILS unusable from FERPO/  
1.7 DME inbound.

4500

690

BFF

112.6

I-RMT 128

1

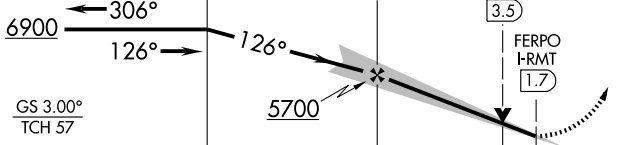
CAPGA

I-RMT 6.

--	--

I-RMT

112.6



CATEGORY	A	B	C	D
S-ILS 12	4163-1 $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ )			
S-LOC 12	4640- $\frac{1}{2}$ 677 (700- $\frac{1}{2}$ )		4640-1 $\frac{1}{2}$ 677 (700-1 $\frac{1}{2}$ )	4640-1 $\frac{3}{4}$ 677 (700-1 $\frac{3}{4}$ )
CIRCLING	4640-1 673 (700-1)		4640-2 673 (700-2)	4640-2 $\frac{1}{4}$ 673 (700-2 $\frac{1}{4}$ )



WAAS CH <b>93506</b> <b>W05A</b>	APP CRS <b>061°</b>	Rwy Idg <b>8002</b> TDZE <b>3952</b> Apt Elev <b>3967</b>
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SCOTTSBLUFF/

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

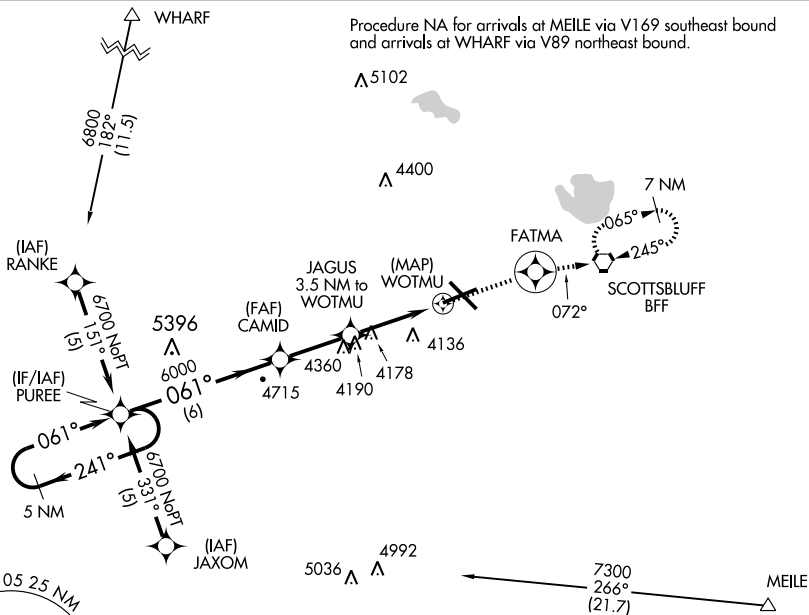
RNAV (GPS) RWY 5

**T** If local altimeter setting not received, procedure NA.  
**A** DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 6900 direct FATMA and via 072° track to BFF VORTAC and hold.

ASOS  
121.025DENVER CENTER  
127.95 338.2

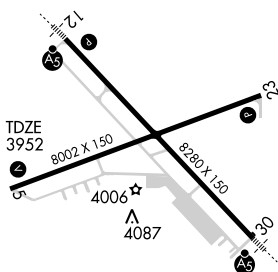
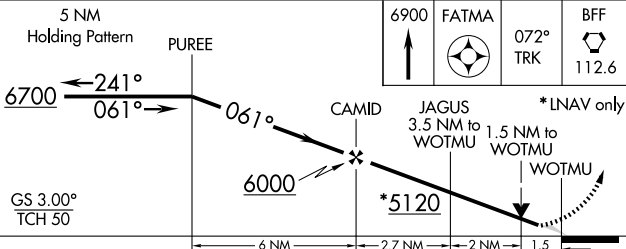
UNICOM  
123.0 (CTAF) **L**



MSA RW05 23 NM

6800

ELEV 3967



CATEGORY	A	B	C	D
LPV DA	4252-1		300 (300-1)	
LNVA MDA	4480-1	528 (600-1)	4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)

REIL Rwy 12  
HIRL Rwy 12-30 **L**  
MIRL Rwy 5-23 **L**



WAAS CH <b>73005</b> <b>W12A</b>	APP CRS <b>126°</b>	Rwy Idg TDZE Apt Elev	<b>8280</b> <b>3963</b> <b>3967</b>
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SCOTTSLUFF/

**RNAV (GPS) RWY 12**

WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BTF)

When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat A/B and circling Cat B visibilities 1/4 mile; increase LNAV and circling Cat C/D visibilities 1/2 mile. For inoperative MALSR, when using Alliance altimeter setting, increase LPV all Cats visibility to 1/4, and LNAV Cat A visibility to 1. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

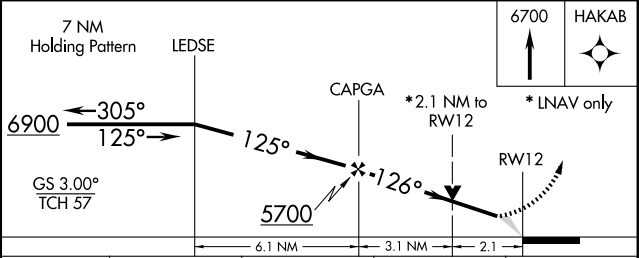
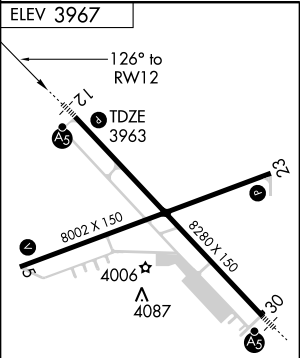
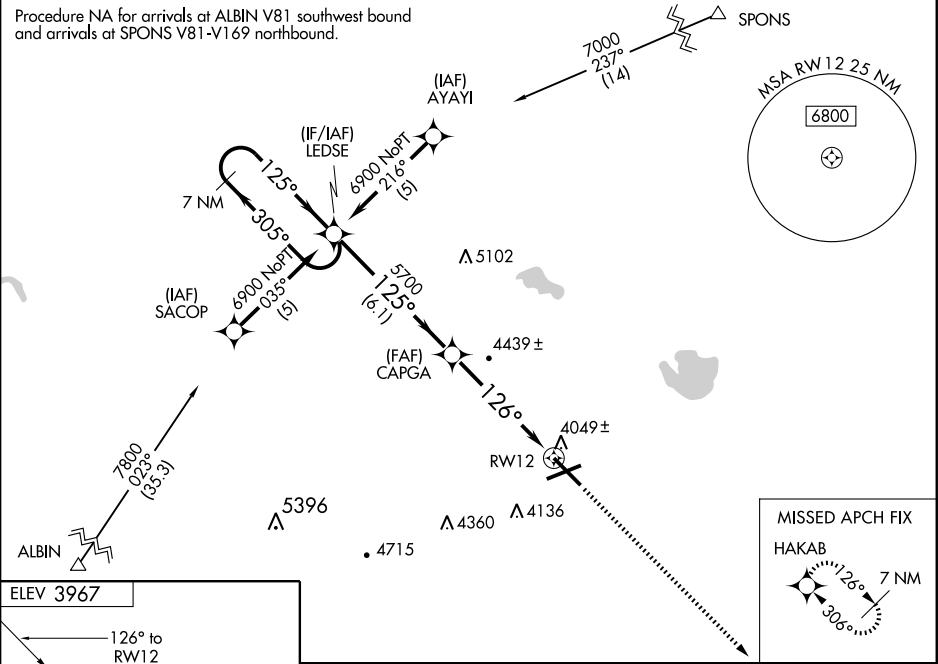
MALSR



MISSED APPROACH:  
Climb to 6700 direct  
HAKAB and hold.

ASOS <b>121.025</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>123.0 (CTAF)</b>
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Procedure NA for arrivals at ALBIN V81 southwest bound and arrivals at SPONS V81-V169 northbound.



CATEGORY	A	B	C	D
LPV DA		4213-1/2	250 (300-1/2)	
LNAV/VNAV DA		4340-3/4	377 (400-3/4)	
LNAV MDA	4700-1/2 737 (800-1/2)	4700-1 737 (800-1 1/2)	4700-1 737 (800-1 1/2)	4700-1 737 (800-1 1/2)
CIRCLING	4700-1 733 (800-1)	4700-2 733 (800-2)	4700-2 733 (800-2)	4700-2 733 (800-2)

REIL Rwy 12  
HIRL Rwy 12-30  
MIRL Rwy 5-23

WAAS  
CH 45606  
W23A

APP CRS  
238°

Rwy Idg  
087°  
TDZE  
3967  
Apt Elev  
3967

SCOTTSSBLUFF/  
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

RNAV (GPS) RWY 23

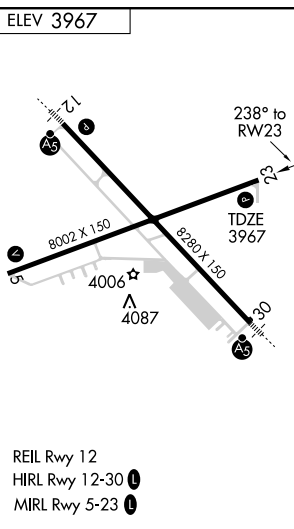
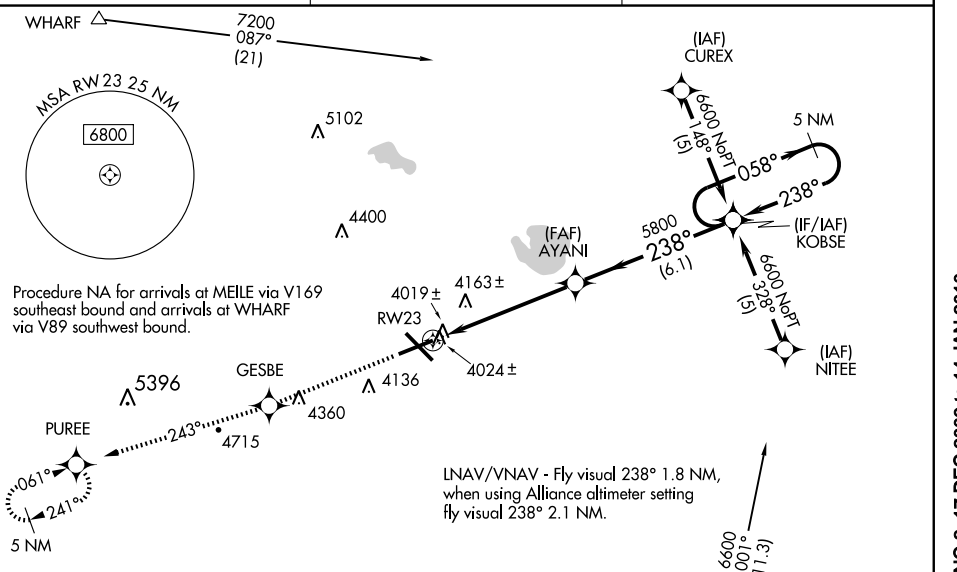
▼

▲

When local altimeter not received, use Alliance altimeter setting and increase all DAs 91 feet and MDAs 100 feet. Increase all LPV visibilities ¼, increase LNAV Cat C/D visibilities ¼, increase circling Cat C/D visibilities ¼.  
BARO-VNAV NA when using Alliance altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6700 direct GESBE and via 243° track to PUREE and hold.

ASOS 121.025	DENVER CENTER 127.95 338.2	UNICOM 123.0 (CTAF) 0
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ELEV 3967	▲ 4992 ▲ 5036	6700 ↑	GESBE	243° TRK	PUREE	5 NM Holding Pattern	KOBSE	058° ← 238°	6600
LNAV only * * 1.3 NM to RW23									
LNAV/VNAV - Fly visual 238° 1.8 NM, when using Alliance altimeter setting fly visual 238° 2.1 NM.									
1.3 4.2 NM 6.1 NM									
CATEGORY	A		B		C		D		
LPV DA	4256-1 289 (300-1)								
LNAV/VNAV DA	4588-2 621 (700-2)								
LNAV MDA	4420-1 453 (500-1)		4420-1¼ 453 (500-1¼)		4420-1½ 453 (500-1½)				
CIRCLING	4500-1 533 (600-1)		4500-1½ 533 (600-1½)		4600-2 633 (700-2)				

REIL Rwy 12  
HIRL Rwy 12-30  
MIRL Rwy 5-23

When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat C/D, and circling Cat C/D visibilities ¼ mile. For inoperative MALS, when using alliance altimeter setting, increase LPV all Cats visibility to 1 ¼. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41 °C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

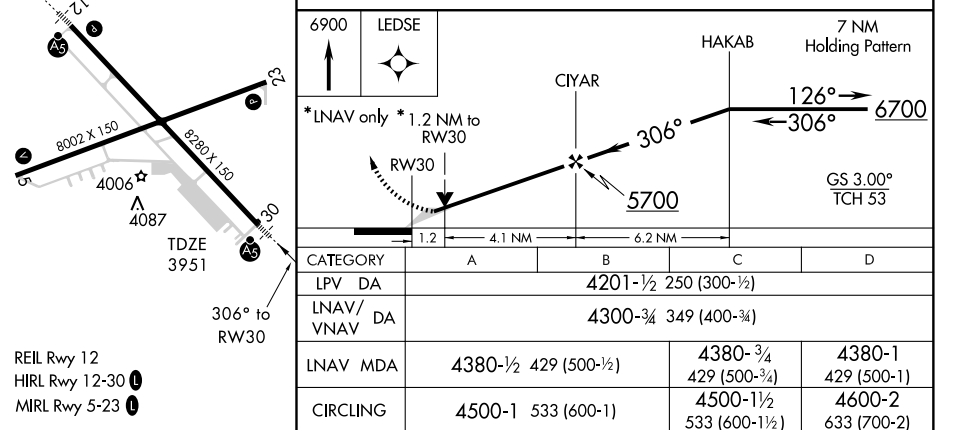
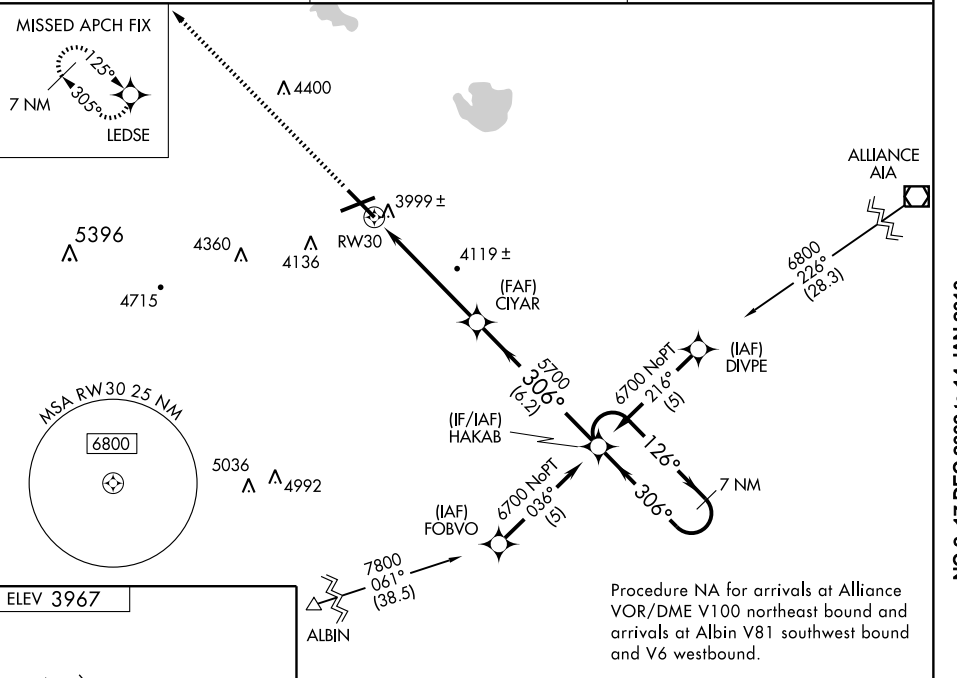
MALS

MISSED APPROACH: Climb to 6900 direct LEDSE and hold.

ASOS  
121.025

DENVER CENTER  
127.95 338.2

UNICOM  
123.0 (CTAF)



NC-2, 17 DEC 2009 to 14 JAN 2010



VORTAC BFF <b>112.6</b> Chan <b>73</b>	APP CRS <b>245°</b>	Rwy Idg <b>8002</b> TDZE <b>3967</b> Apt Elev <b>3967</b>
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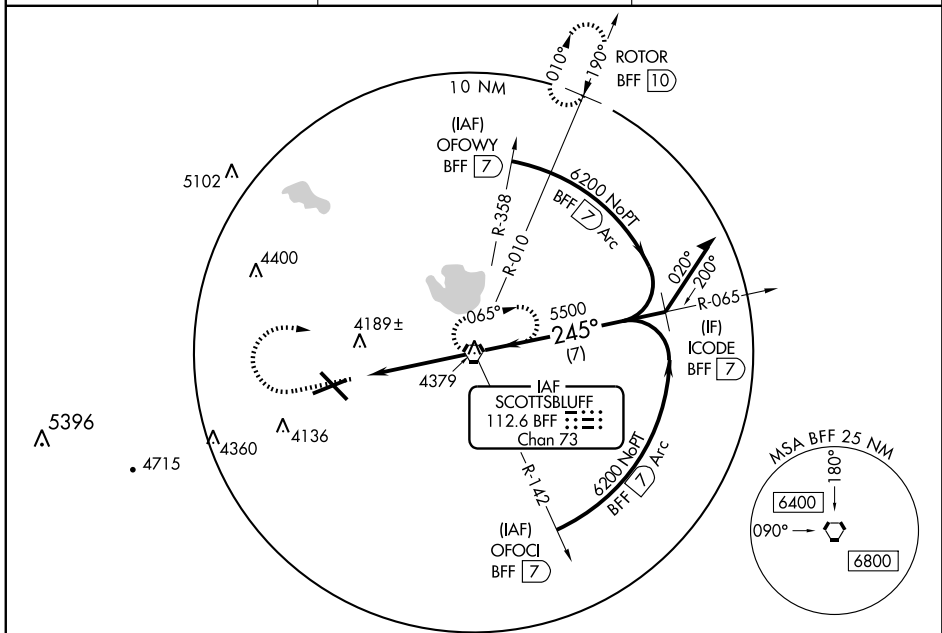
SCOTTSBLUFF/

VOR or TACAN RWY 23  
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

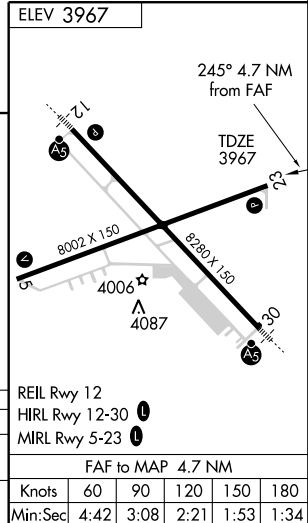
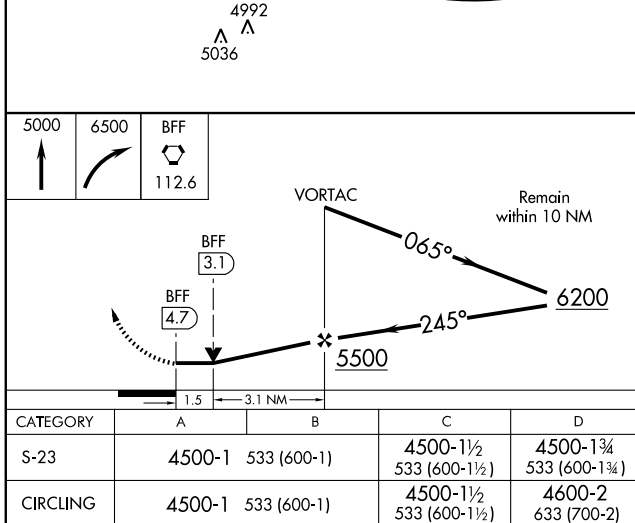
**▼** If local altimeter setting not received, use Alliance altimeter setting and increase all MDAs 100 feet, increase S-23 CAT C/D visibilities **A** ¼ mile, increase circling Cat C/D visibilities ¼ mile. VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 5000 then climbing right turn to 6500 direct BFF VORTAC and hold (TACAN aircraft continue climb to 7300 via BFF R-010 to ROTOR 10 DME and hold north, right turn 190° inbound).

ASOS  
**121.025**

DENVER CENTER  
127.95 338.2UNICOM  
123.0 (CTAF) **L**

NC-2. 17 DEC 2009 to 14 JAN 2010



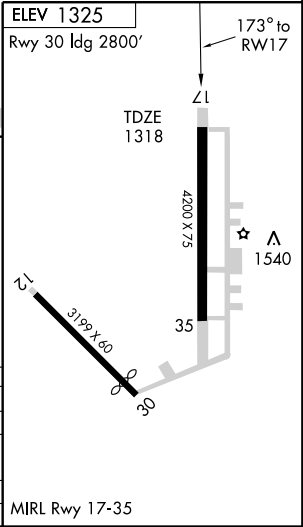
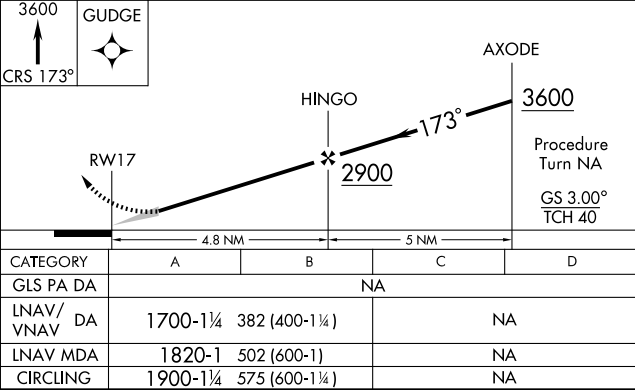
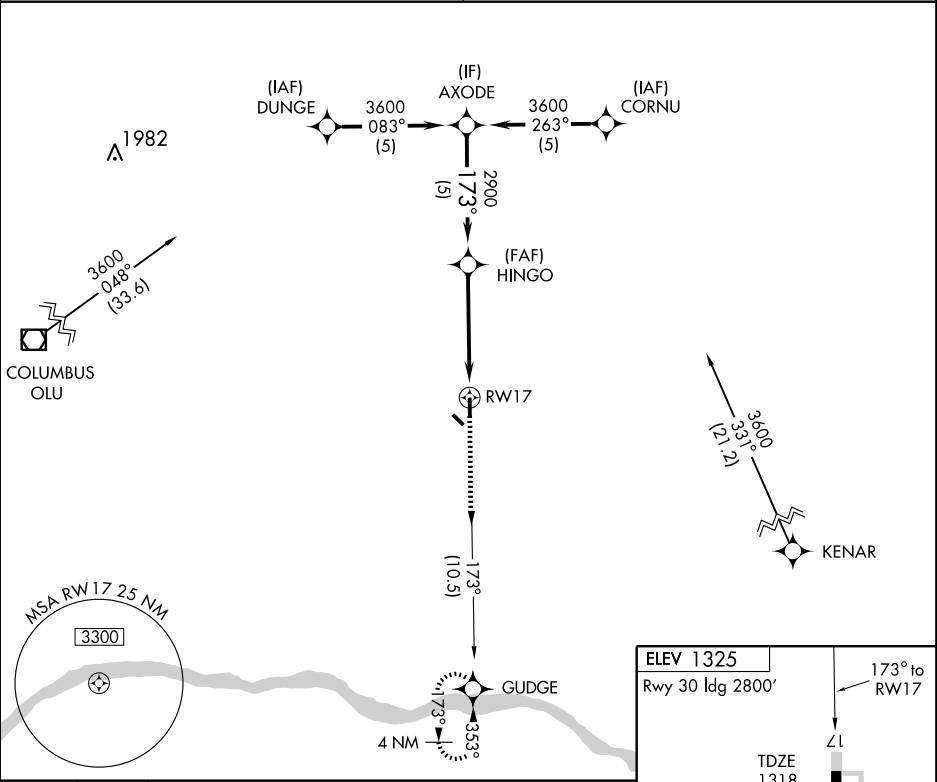
APP CRS	Rwy Idg	<b>4200</b>
<b>173°</b>	TDZE	<b>1318</b>
	Apt Elev	<b>1325</b>

# RNAV (GPS) RWY 17

SCRIBNER STATE (SCB)

<b>NA</b>	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA. Use Fremont altimeter setting.	MISSED APPROACH: Climb to 3600 via 173° course to GUDGE WP and hold.
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OMAHA APP CON <b>120.1 354.05</b>	CTAF <b>122.9</b>
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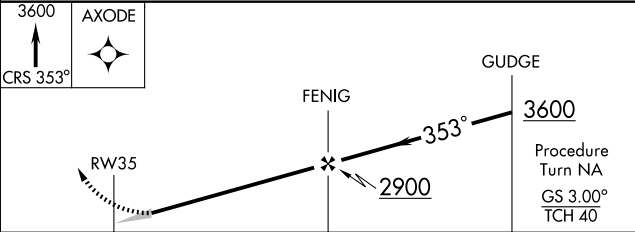
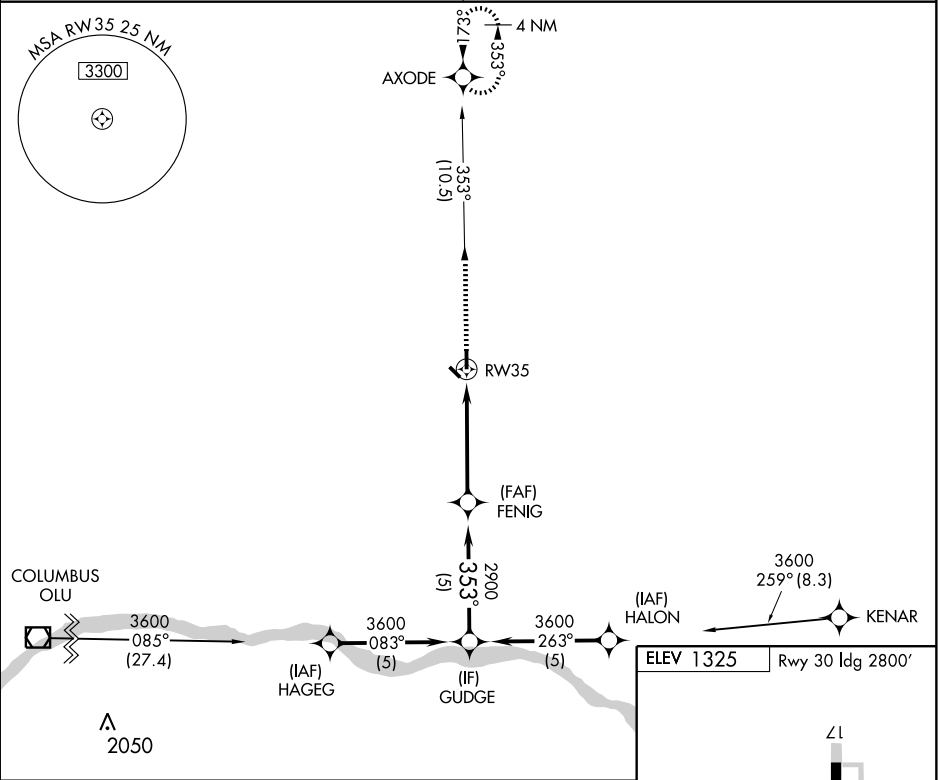


RNAV (GPS) RWY 35  
SCRIBNER STATE (SCB)

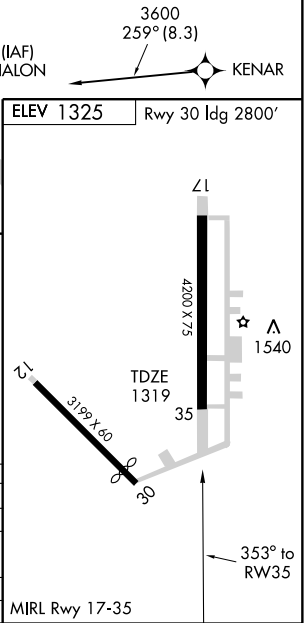
APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev <b>4200</b> <b>1319</b> <b>1325</b>
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<b>NA</b>	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA. Use Fremont altimeter setting.	MISSED APPROACH: Climb to 3600 via 353° course to AXODE WP and hold.
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OMAHA APP CON <b>120.1 354.05</b>	CTAF <b>122.9</b>
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1720-1½	401 (500-1½)	NA	
LNAV MDA	1840-1	521 (600-1)	NA	
CIRCLING	1900-1½	575 (600-1½)	NA	



VOR/DME SCB <b><u>111.0</u></b> Chan <b>47</b>	APP CRS <b>341°</b>	Rwy Idg <b>4200</b> TDZE <b>1319</b> Apt Elev <b>1325</b>
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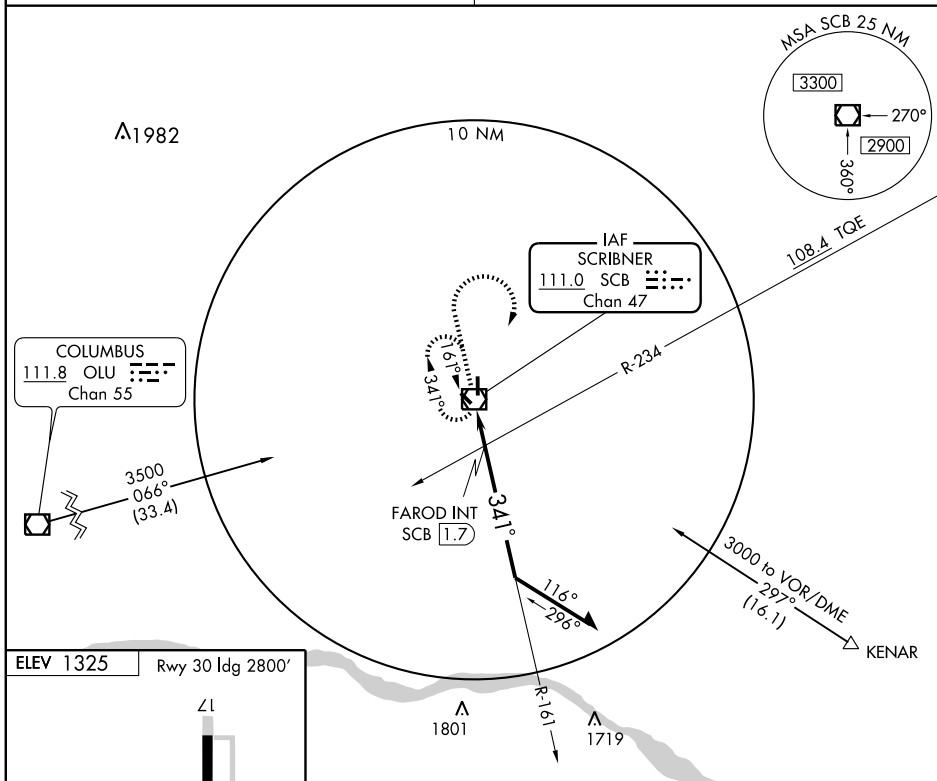
VOR RWY 35  
SCRIBNER STATE (SCB)

**A** NA Use Fremont altimeter setting.

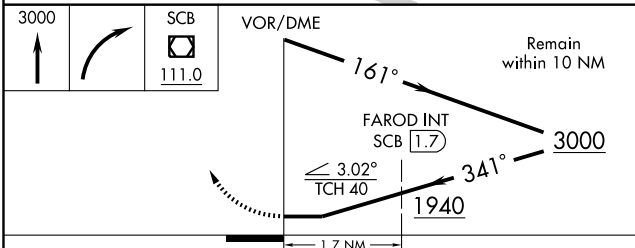
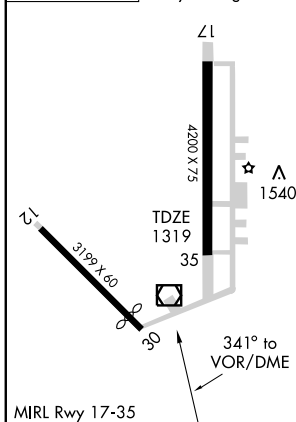
**MISSED APPROACH:** Climb to 3000 then right turn direct SCB VOR/DME and hold.

OMAHA APP CON  
120.1 354.05

CTAF  
**122.9**



ELEV 1325	Rwy 30 Idg 2800'
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MIRL Rwy 17-35						VOR/DME		CATEGORY	A	B	C	D
								S-35	1940-1	621 (700-1)		NA
								CIRCLING	1940-1	615 (700-1)		NA
								FAROD FIX MINIMUMS				
Knots	60	90	120	150	180	S-35	1800-1	481 (500-1)		NA		
Min:Sec						CIRCLING	1900-1	575 (600-1)		NA		

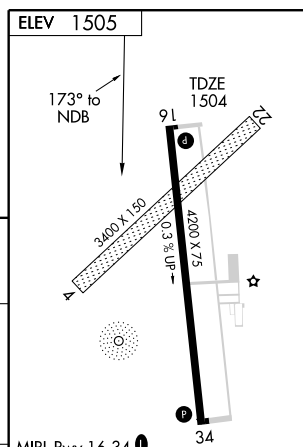
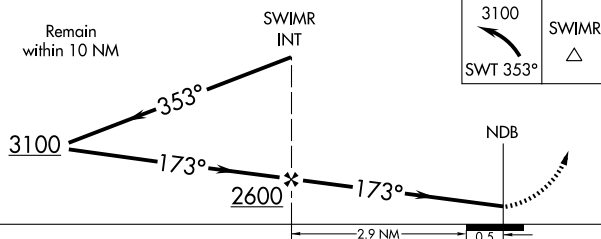
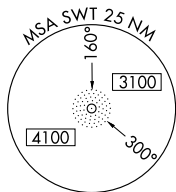
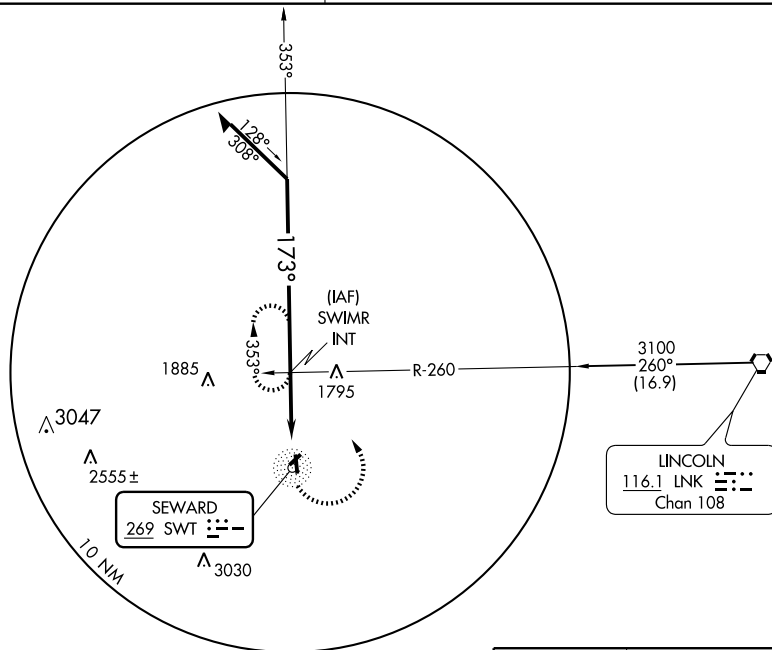


SEWARD MUNI (SWT)


**ANA**

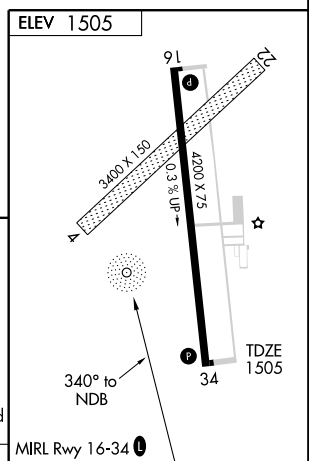
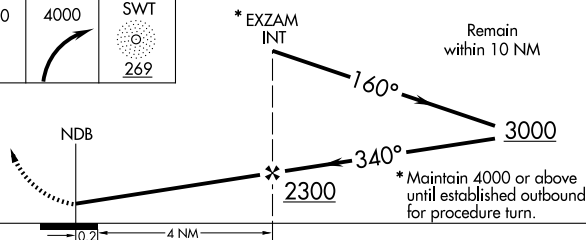
**MISSED APPROACH:** Climbing left turn to 3100 via SWT 353° bearing to SWIMR Int and hold.

UNICOM  
**122.8** (CTAF) **L**



CATEGORY	A	B	C	D	FAF to MAP 3.4 NM					
S-16	2040-1	536 (600-1)	NA		Knots	60	90	120	150	180
CIRCLING	2040-1	535 (600-1)	NA		Min:Sec	3:24	2:16	1:42	1:22	1:08

 VNA Use Lincoln altimeter setting.	MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct SWT NDB and hold.
LINCOLN APP CON ★ <b>124.0 270.3</b>	UNICOM <b>122.8 (CTAF) ①</b>



CATEGORY	FAF to MAP 4.1 NM		FAF to MAP 4.1 NM		FAF to MAP 4.1 NM					
	A	B	C	D	Knots	60	90	120	150	180
S-34	2000-1	495 (500-1)	NA		Min:Sec	4:06	2:44	2:03	1:38	1:22
CIRCLING	2020-1	515 (600-1)	NA		Min:Sec	4:06	2:44	2:03	1:38	1:22

WAAS CH <b>56507</b> <b>W16A</b>	APP CRS <b>168°</b>	Rwy Idg <b>4200</b> TDZE <b>1505</b> Apt Elev <b>1506</b>
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# RNAV (GPS) RWY 16

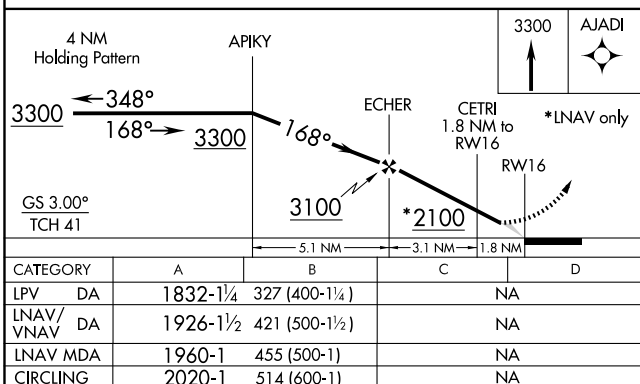
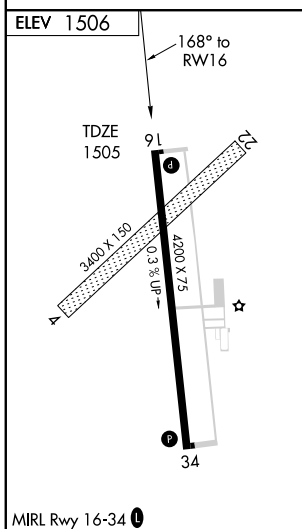
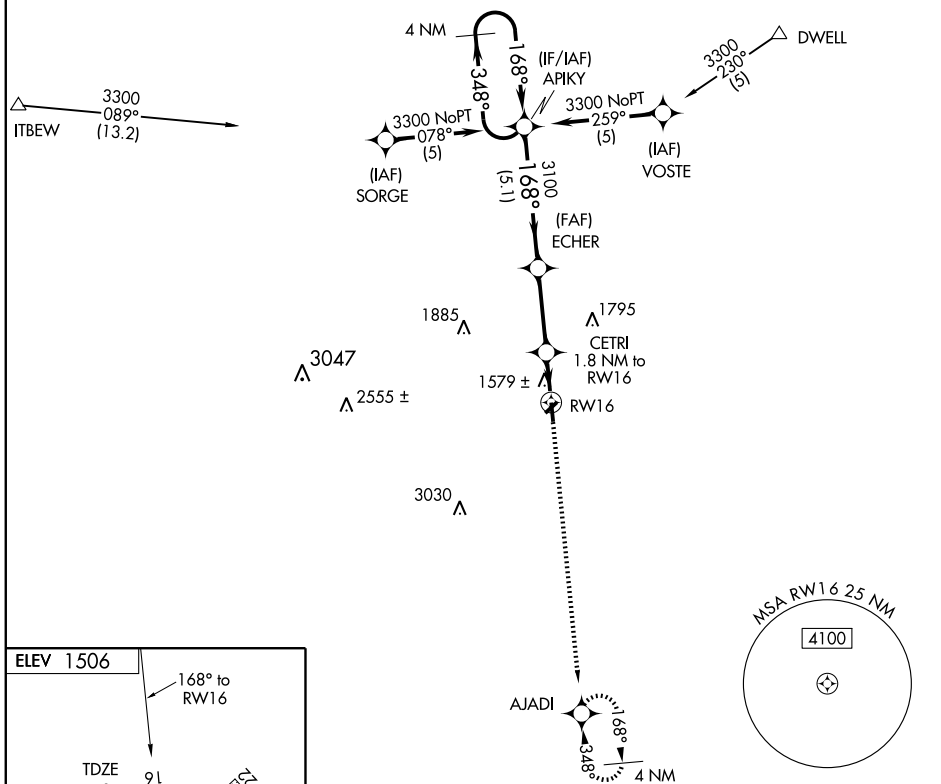
SEWARD MUNI (SWT)

**T** Baro-VNAV NA. DME/DME RNP-0.3 NA.  
**A** NA. Use Lincoln altimeter setting.

**MISSED APPROACH:** Climb to 3300 direct AJAD and hold.

LINCOLN APP CON★  
124.0 270.3

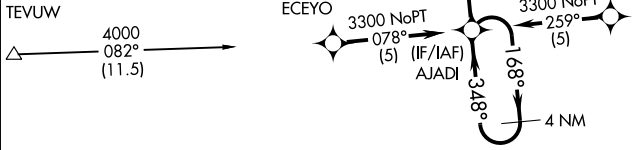
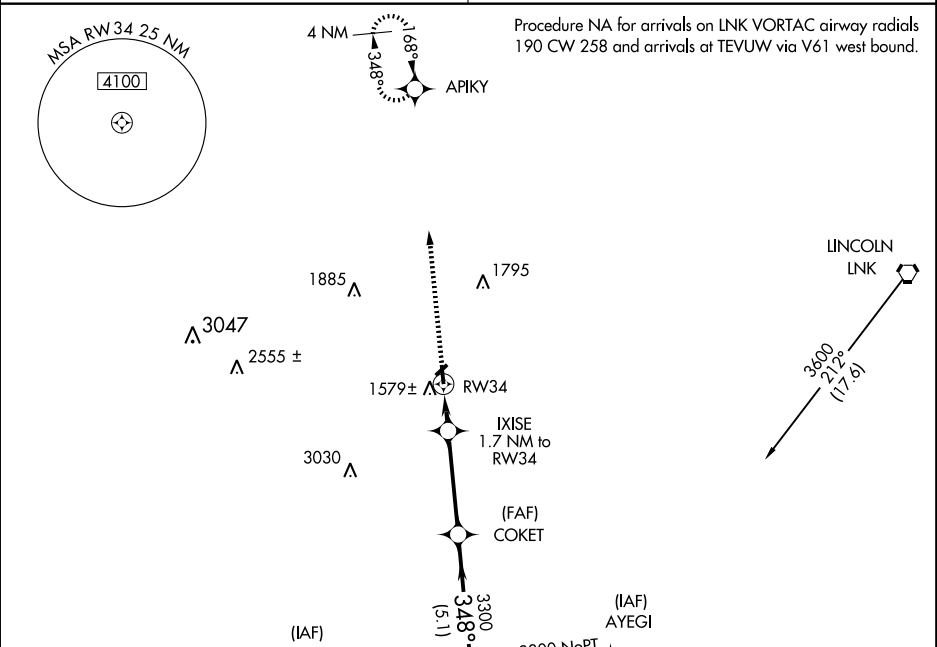
UNICOM  
122.8 (CTAF) **L**



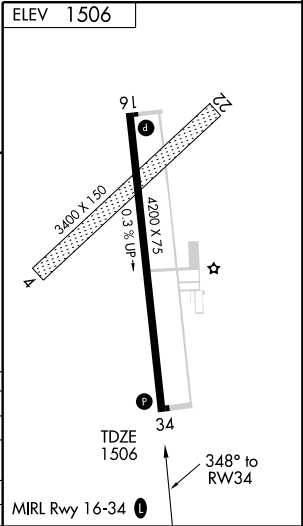
WAAS CH <b>82407</b> <b>W34A</b>	APP CRS <b>348°</b>	Rwy Idg <b>4200</b> TDZE <b>1506</b> Apt Elev <b>1506</b>
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RNAV (GPS) RWY 34  
SEWARD MUNI (SWT)

<div>▼ NA</div> <div>Baro-VNAV NA. DME/DME RNP-0.3NA. Visibility reduction by helicopters NA Use Lincoln altimeter setting.</div>	MISSED APPROACH: Climb to 3300 direct APIKY and hold.
LINCOLN APP CON ★ <b>124.0 270.3</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>



3300	APIKY	*LNAV only	AJADI	4 NM Holding Pattern
IXISE	1.7 NM to RW34	COKET	168°	3300
RW34	*2080	3300	3300	GS 3.00° TCH 41
1.7 NM	3.7 NM	5.1 NM		
CATEGORY	A	B	C	D
LPV DA	1833-1¼	327 (400-1¼)		NA
LNAV/DA	1926-1½	420 (500-1½)		NA
VNAV MDA	1960-1	454 (500-1)		NA
CIRCLING	2020-1	514 (600-1)		NA



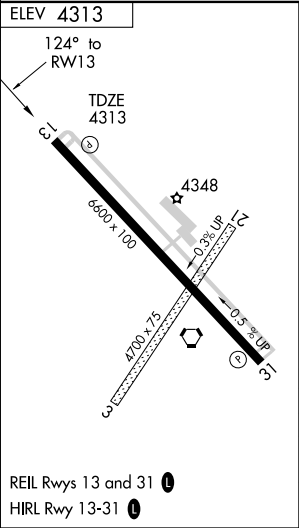
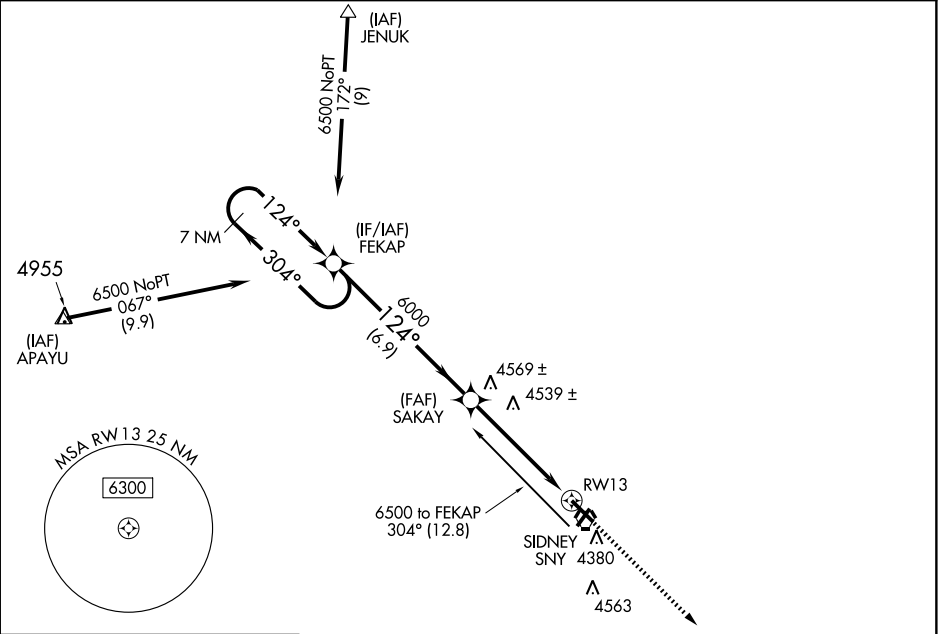
WAAS CH <b>82303</b> <b>W13A</b>	APP CRS <b>124°</b>	Rwy Idg TDZE Apt Elev <b>6600</b> <b>4313</b> <b>4313</b>
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**RNAV (GPS) RWY 13**  
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

**⚠** When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, and increase LPV all Cats visibility ¾ mile, LNAV Cats C and D visibility ½ mile and circling Cats C and D visibility ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 6000 direct GIGDE and hold.

ASOS <b>125.775</b>	DENVER CENTER <b>118.475 225.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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Procedure NA for arrivals at SNY VORTAC via V138 eastbound.

7 NM Holding Pattern				
FEKAP				
6500 ← 304° → 124° →				
SAKAY				
6000				
GS 3.00° TCH 44				
6.9 NM 3.7 NM 1.4 NM				
RWY 13				
*1.4 NM to RWY 13 *LNAV only				
CATEGORY	A	B	C	D
LPV DA	4563-¾ 250 (300-¾)			
LNAV MDA	4800-1	487 (500-1)	4800-1¼ 487 (500-1¼)	4800-1½ 487 (500-1½)
CIRCLING	4800-1	487 (500-1)	4800-1½ 487 (500-1½)	4880-2 567 (600-2)

AL-875 (FAA)

WAAS  
CH 86303  
W31A

APP CRS  
304°

Rwy Idg  
TDZE  
Apt Elev

6600  
4290  
4313

RNAV (GPS) RWY 31

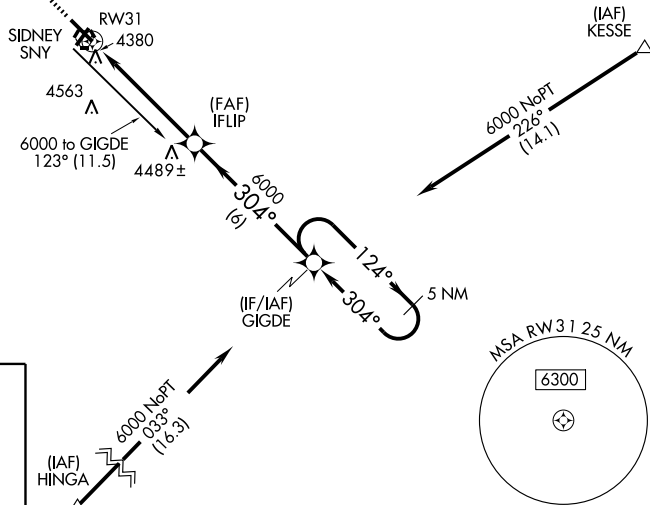
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

**T** When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, increase LPV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, circling Cats C and D ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA

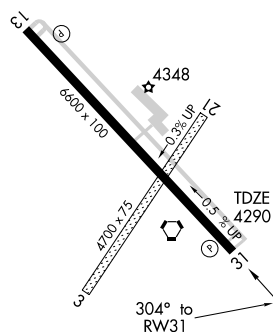
**MISSED APPROACH:** Climb to 6500  
direct FEKAP and hold.

ASOS  
125.775

DENVER CENTER  
118,475 225.4

UNICOM  
122.8 (CTAF) **L**

ELEV 4313



REIL Rwy 13 and 31 L

HIRL Rwy 13-31 **L**

CATEGORY	A	B	C	D
LPV DA		4540-1	250 (300-1)	
LNAV MDA	4740-1	450 (500-1)	4740-1 $\frac{1}{4}$ 450 (500-1 $\frac{1}{4}$ )	4740-1 $\frac{1}{2}$ 450 (500-1 $\frac{1}{2}$ )
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1 $\frac{1}{2}$ 467 (500-1 $\frac{1}{2}$ )	4880-2 567 (600-2)

NC-2: 17 DEC 2009 to 14 JAN 2010

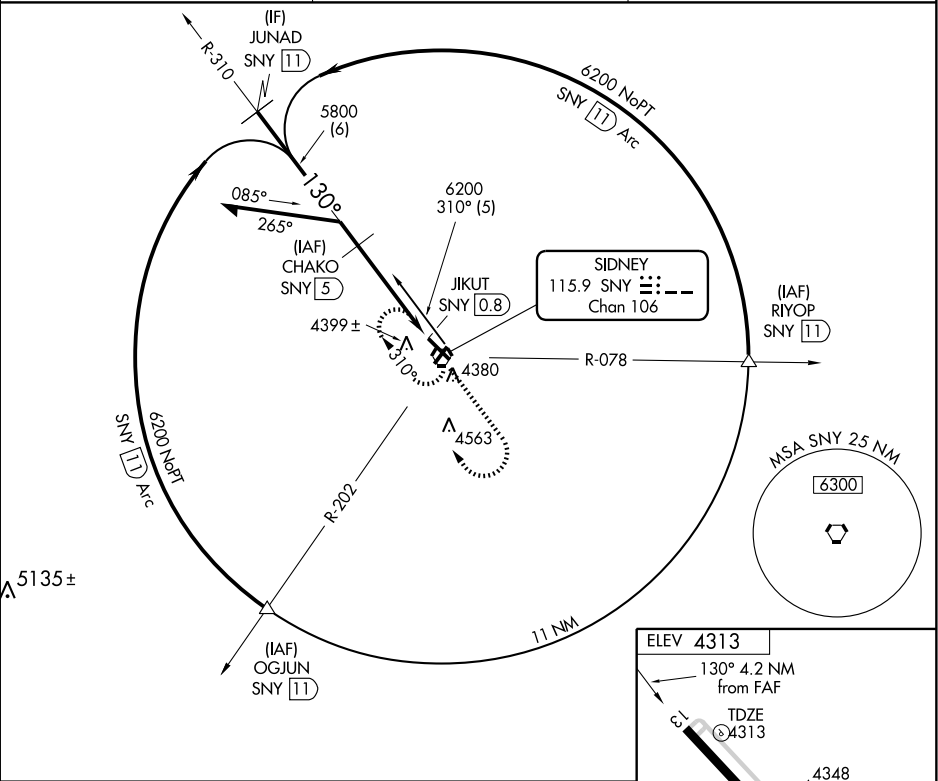
VORTAC SNY 115.9 Chan 106	APP CRS 130°	Rwy Idg TDZE Apt Elev	6600 4313 4313
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VOR/DME or TACAN RWY 13  
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

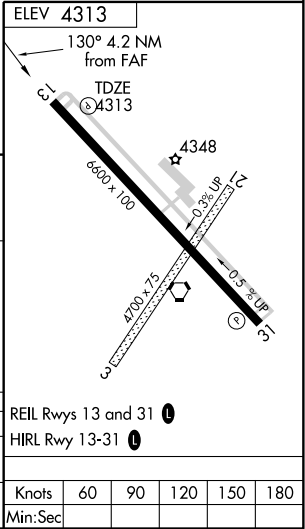
When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and S-13 Cats C and D visibility ½ mile, circling Cats C and D visibility ¼ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6200 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climb to 5000 then climbing left turn to 6000 via heading 065 and SNY R-078 to RIYOP/11 DME and hold East, right turn, 258° inbound.)

ASOS 125.775	DENVER CENTER 118.475 225.4	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM				
CHAKO SNY 5				
6200				
310°				
130°				
5800				
3.25° TCH 44				
VORTAC				
JIKUT SNY 0.8				
3.1 NM 1.1 NM				
VGS1 and descent angles not coincident.				
CATEGORY	A	B	C	D
S-13	4700-1 387 (400-1)			4700-1¼ 387 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)



REIL Rwy 13 and 31 0  
HIRL Rwy 13-31 0

Knots	60	90	120	150	180
Min:Sec					

VORTAC SNY <b>115.9</b> Chan <b>106</b>	APP CRS <b>293°</b>	Rwy Idg TDZE Apt Elev <b>6600</b> <b>4290</b> <b>4313</b>
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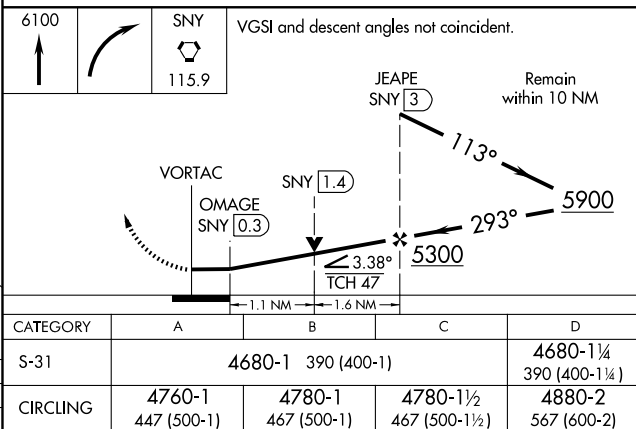
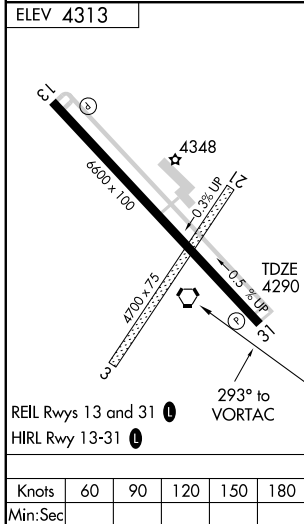
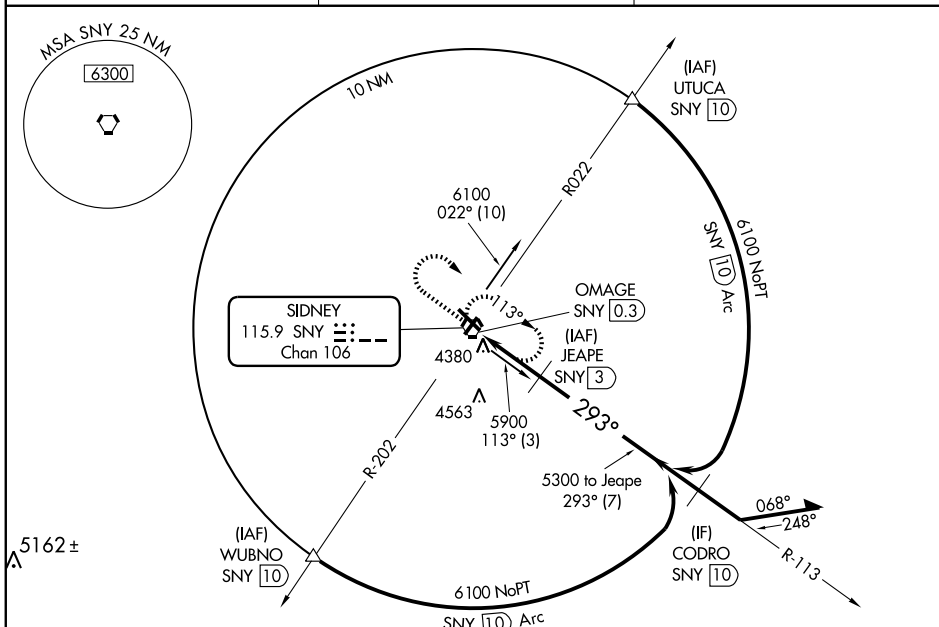
# VOR/DME or TACAN RWY 31

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

**▼** When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-31 Cat C and D visibility ½ mile. VDP NA when using Kimball altimeter setting.

**MISSED APPROACH:** Climb to 6100 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climbing right turn to 7000 via SNY R-322 to JENUK/20 DME and hold Northwest, right turn, 142° inbound.)

ASOS <b>125.775</b>	DENVER CENTER <b>118.475 225.4</b>	UNICOM <b>122.8 (CTAF) 0</b>
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AL-875 (FAA)

VORTAC SNY <b>115.9</b> Chan <b>106</b>	APP CRS <b>130°</b>	Rwy Idg <b>6600</b> TDZE <b>4313</b> Apt Elev <b>4313</b>
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VOR RWY 13  
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

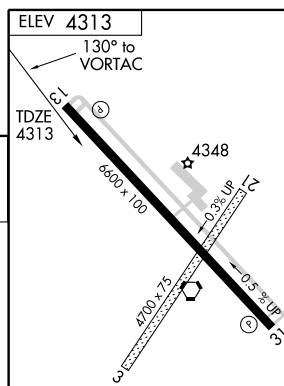
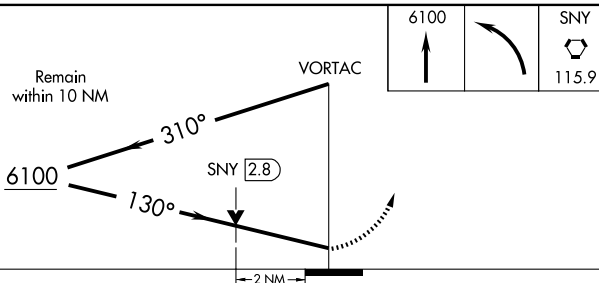
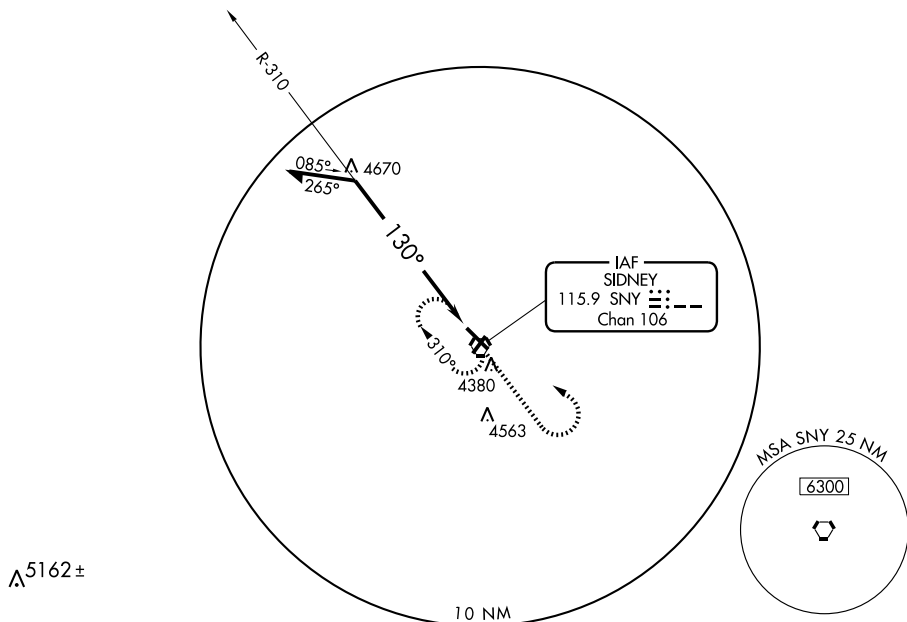
**T** When local altimeter setting not received, use Kimball altimeter setting and increase all  
**A** MDA 160 feet and increase S-13 and circling Cat B visibility  $\frac{1}{4}$  mile, Cats C and D  
 visibility  $\frac{3}{4}$  mile. VDP NA when using Kimball altimeter setting.



**MISSED APPROACH:** Climb to 6100 then left turn direct SNY VORTAC and hold.

ASOS  
125.775

DENVER CENTER  
118.475 225.4

UNICOM  
122.8 (CTAF) **L**



			← 2 NM →						REIL Rwys 13 and 31 									
CATEGORY	A		B		C				D				HIRL Rwy 13-31 					
S-13	4980-1		667 (700-1)		4980-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$ )				4980-2 667 (700-2)									
CIRCLING	4980-1		667 (700-1)		4980-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$ )				4980-2 667 (700-2)									
										Knots	60	90	120	150	180			
										Min:Sec								

NC-2 17 DEC 2009 to 14 JAN 2010

VORTAC SNY <b>115.9</b> Chan <b>106</b>	APP CRS <b>293°</b>	Rwy Idg <b>6600</b> TDZE <b>4290</b> Apt Elev <b>4313</b>
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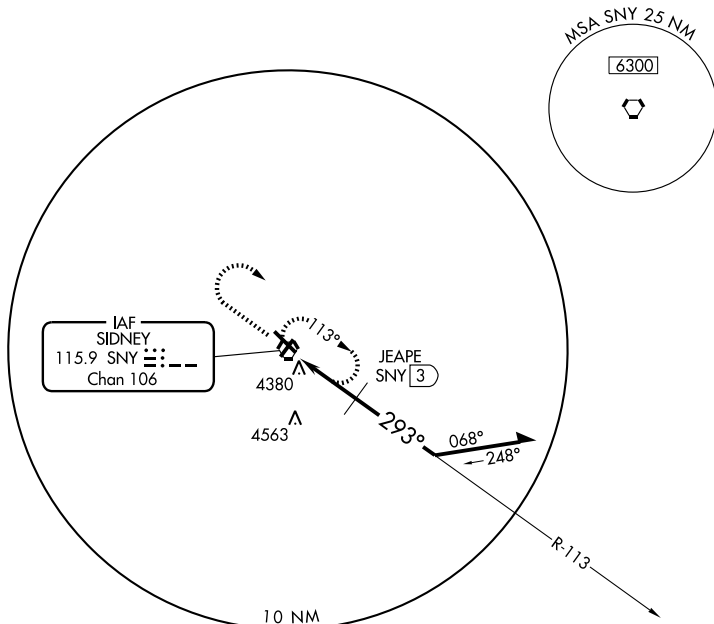
VOR RWY 31  
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

**T** When local altimeter setting not received, use Kimball altimeter setting and increase  
**A** all MDA 160 feet, increase all Cat B visibility  $\frac{1}{4}$  mile and all Cat C and D visibility  
 $\frac{1}{2}$  mile. VDP NA when using Kimball altimeter setting.

**MISSED APPROACH:** Climb to 6100 then right turn direct SNY VORTAC and hold.

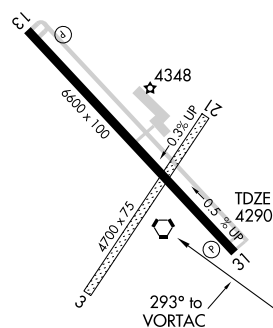
ASOS  
125,775

DENVER CENTER  
118.475 225.4

UNICOM  
122.8 (CTAF) **L** $5177 \pm$ 

W.

ELEV 4313



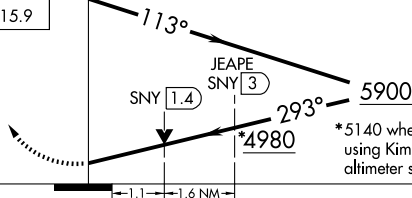
---

6100

SNY

VORTAC

Remain  
within 10 NM



\*5140 when using Kimbal altimeter setting.

CATEGORY	A	B	C	D
S-31	4980-1 690 (700-1)		4980-2 690 (700-2)	4980-2¼ 690 (700-2¼)
CIRCLING	4980-1 667 (700-1)		4980-2 667 (700-2)	4980-2¼ 667 (700-2¼)
JEAPX FIX MINIMUMS				
S-31	4680-1 390 (400-1)			4680-1¼ 390 (400-1¼)
CIRCLING	4700-1 387 (400-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

REIL Rwys 13 and 31 **L**HIRL Rwy 13-31 **L**

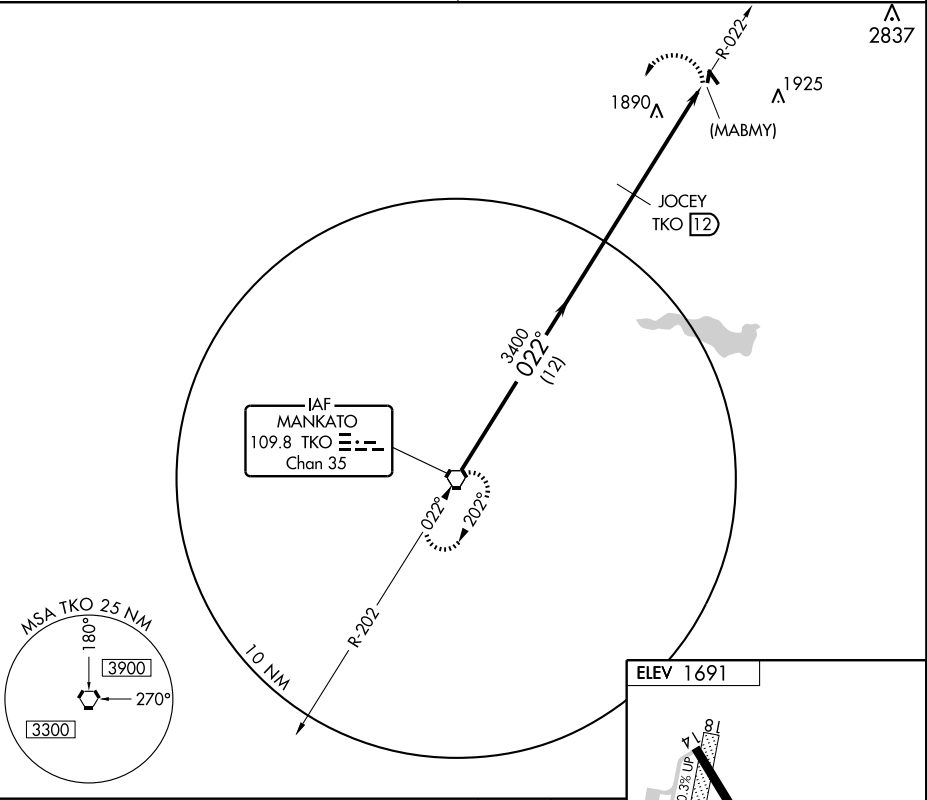
VORTAC TKO <b>109.8</b> Chan <b>35</b>	APP CRS <b>022°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1691</b>
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VOR/DME or GPS-A  
SUPERIOR MUNI (12K)

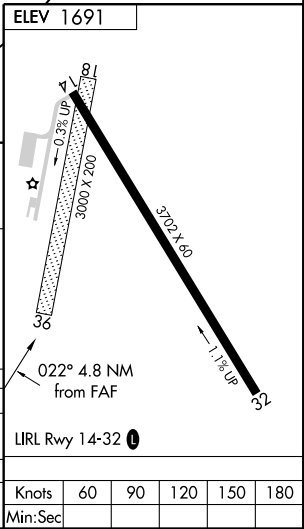
Use Hastings altimeter setting; if not received, use  
 Grand Island altimeter setting.

MISSED APPROACH: Climbing left turn to 3400 direct TKO  
VORTAC and hold.

MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
CIRCLING	2360-1 669 (700-1)		2360-1 $\frac{3}{4}$ 669 (700-1 $\frac{3}{4}$ )	NA
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
CIRCLING	2400-1 709 (800-1)		2400-2 709 (800-2)	NA



▼

▲

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile. VDP NA with Fremont altimeter setting.

MISSED APPROACH: Climb to 3000 direct BRAVA and hold.

ASOS

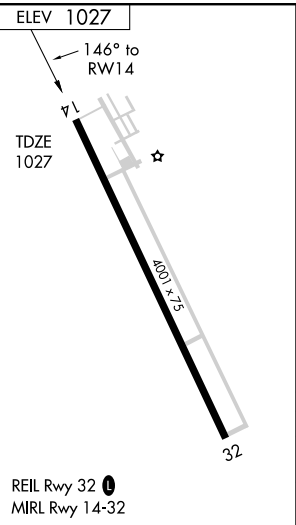
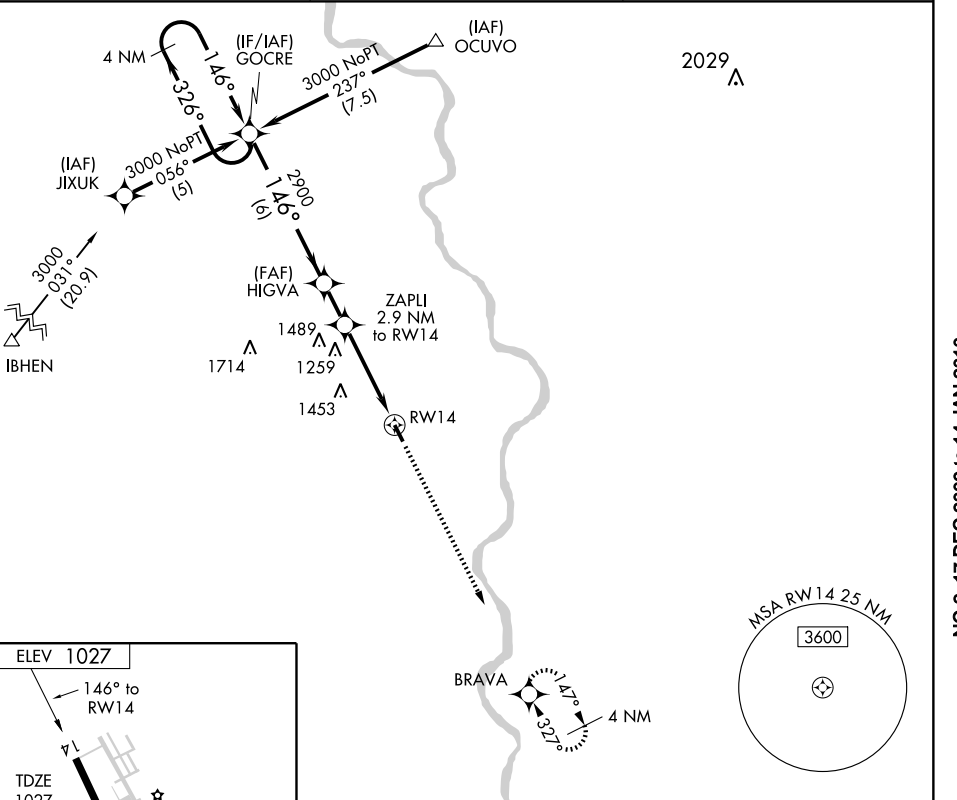
127.275

OMAHA APP CON

124.5 263.0

UNICOM

123.0 (CTAF) 0



4 NM Holding Pattern		GOCRE		HIGVA		ZAPLI 2.9 NM to RW14		3000 ↑		BRAVA ✦	
3000		← 326° 146° →		146°		3.05° ≥ TCH 40		1.5 NM to RW14		RW14	
				2900				2000			
		6 NM		2.8 NM		1.4		1.5			
CATEGORY	A		B		C		D				
LNAV MDA	1560-1		533 (600-1)		1560-1½ 533 (600-1½)		NA				
CIRCLING	1560-1		533 (600-1)		1560-1½ 533 (600-1½)		NA				

NC-2, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	4001
327°	TDZE	1026
	Apt Elev	1027

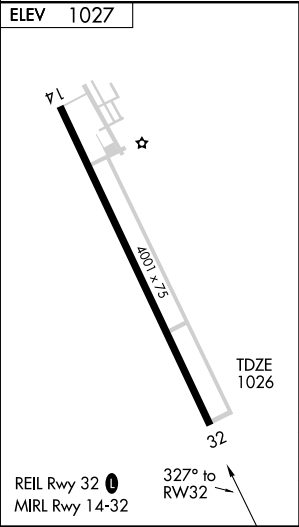
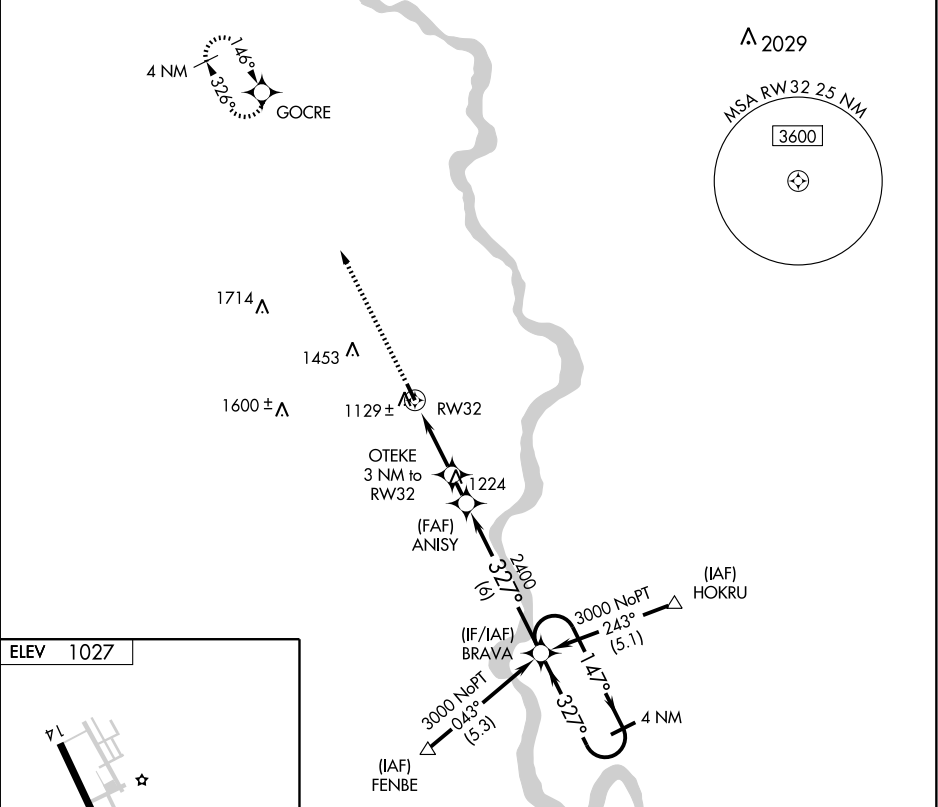
# RNAV (GPS) RWY 32

TEKAMAH MUNI (TQE)

**▽** DME/DME RNP-0.3 NA. VDP NA with Fremont altimeter setting.  
**▲** When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOCRE and hold.

ASOS 127.275	OMAHA APP CON 124.5 263.0	UNICOM 123.0 (CTAF) <b>0</b>
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3000 ↑	GOCRE 	4 NM Holding Pattern			
CATEGORY	A		B	C	D
LNAV MDA	1380-1 354 (400-1)				NA
CIRCLING	1460-1 433 (500-1)	1480-1 453 (500-1)	1480-1½ 453 (500-1½)	NA	

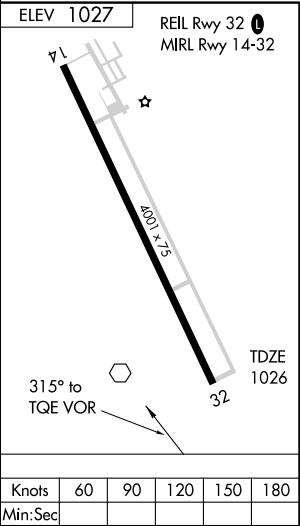
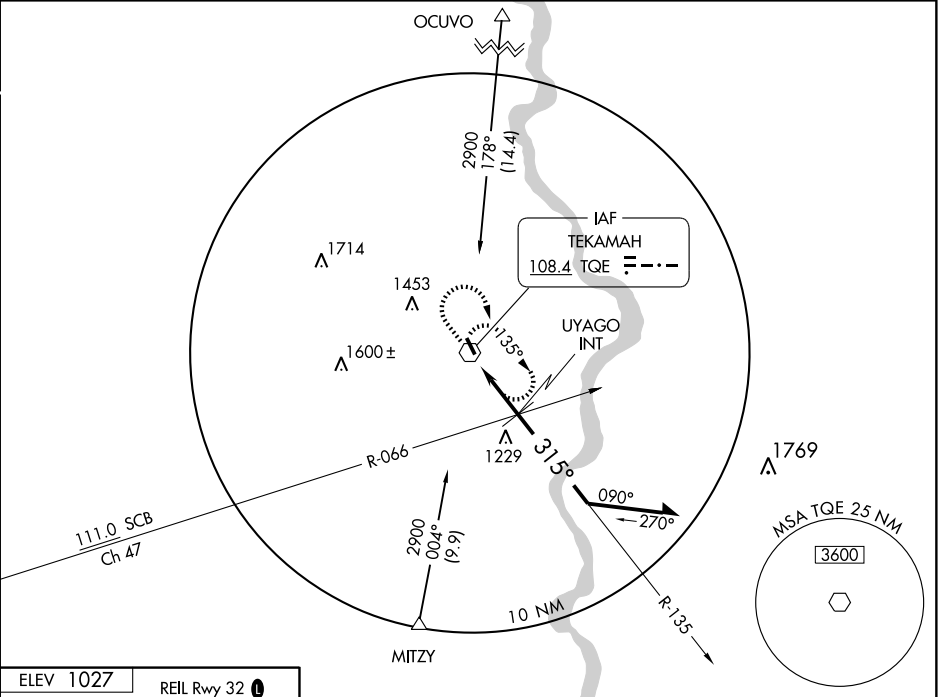
VOR RWY 32  
TEKAMAH MUNI (TQE)

VOR TQE <b>108.4</b>	APP CRS <b>315°</b>	Rwy Idg TDZE Apt Elev <b>4001</b> <b>1026</b> <b>1027</b>
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**⚠** When local altimeter setting not received, use Fremont  
altimeter setting and increase UYAGO fix minimums  
MDAs 100 feet, and S-32 Cat C ¼ mile.

MISSED APPROACH: Climb to 2900  
then right turn direct TQE VOR and hold.

ASOS <b>127.275</b>	OMAHA APP CON <b>124.5 263.0</b>	UNICOM <b>123.0 (CTAF) 0</b>
------------------------	-------------------------------------	---------------------------------



<div><div>2900</div><div>TQE VOR 108.4</div><div>VOR</div><div>UYAGO INT</div><div>135°</div><div>315°</div><div>2900</div><div>1840</div><div>2.78°</div><div>TCH 40</div><div>2.8 NM</div><div>Remain within 10 NM</div></div>				
CATEGORY	A	B	C	D
S-32	1840-1 814 (900-1)	1840-1¼ 814 (900-1¼)	1840-2½ 814 (900-1½)	NA
CIRCLING	1840-1 813 (900-1)	1840-1¼ 813 (900-1¼)	1840-2½ 813 (900-1½)	NA
UYAGO FIX MINIMUMS				
S-32	1480-1	454 (500-1)	1480-1¼ 454 (500-1¼)	NA
CIRCLING	1480-1	453 (500-1)	1480-1½ 453 (500-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

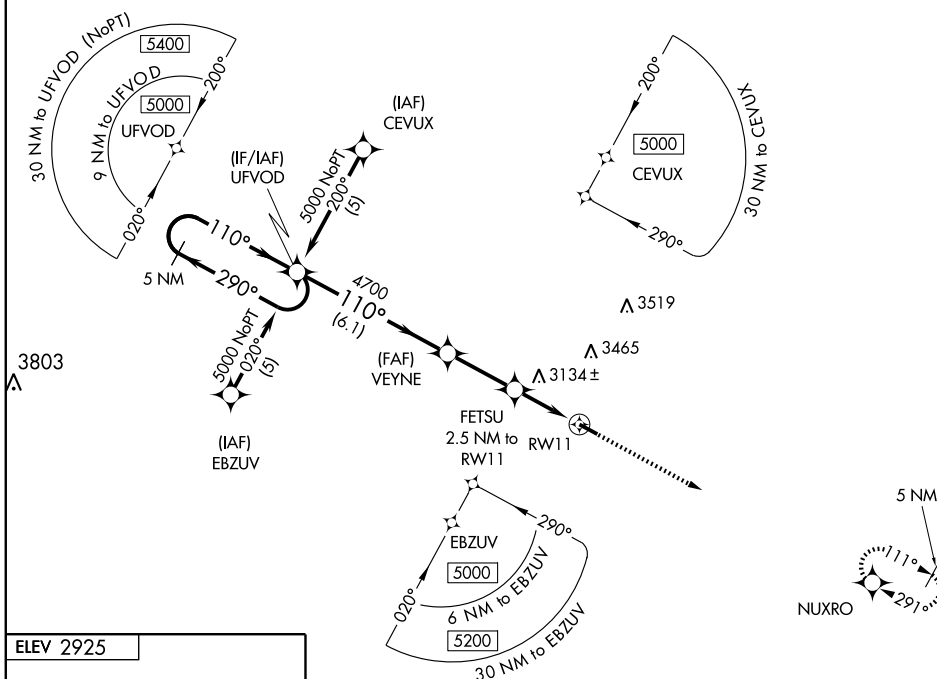
APP CRS	Rwy Idg	<b>4400</b>
<b>110°</b>	TDZE	<b>2925</b>
	Apt Elev	<b>2925</b>

RNAV (GPS) RWY 11  
THEDFORD/ THOMAS COUNTY (TIF)

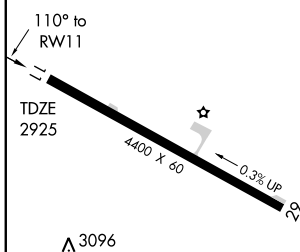
**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local  
**A** altimeter setting not received, use North Platte altimeter setting and increase  
 all MDA 140 feet. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 5000  
direct NUXRO and hold.

AWOS-3  
120.825

DENVER CENTER  
127.95 338.2CTAF  
122.9

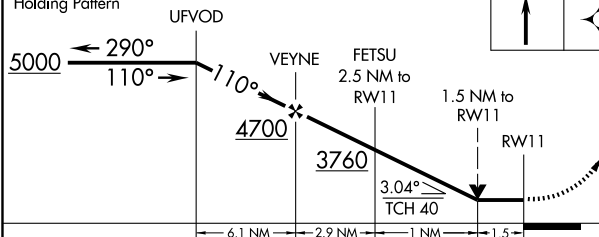
ELEV 2925



5 NM  
Holding Pattern

5000

NUXRO



CATEGORY	A	B	C	D
LNAV MDA	3440-1	515 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

MIRL Rwy 11-29

APP CRS	Rwy Idg	4400
<b>291°</b>	TDZE	<b>2921</b>
	Apt Elev	<b>2925</b>

# RNAV (GPS) RWY 29

## THEDFORD/ THOMAS COUNTY (TIF)

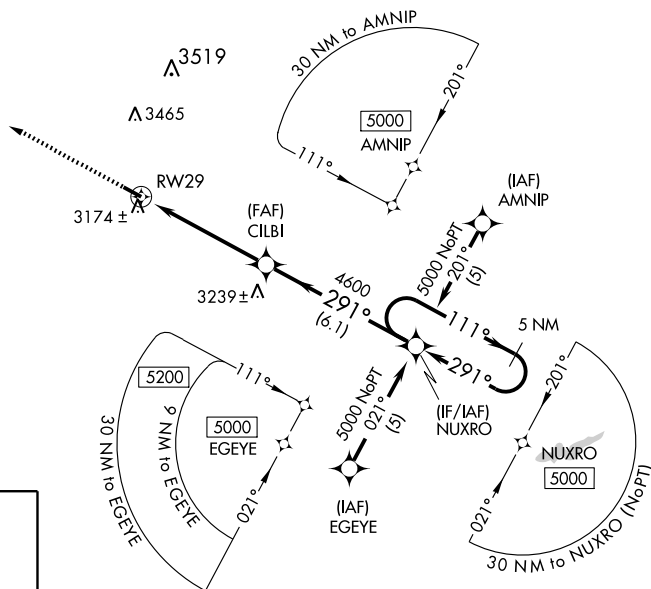
**T** DME/DME RNP-0.3 NA. When local altimeter setting not received,  
**A** use North Platte altimeter setting and increase all MDA 140 feet.  
 VDP NA when using North Platte altimeter setting.

**MISSED APPROACH:** Climb to 5000 direct UFVOD and hold.

AWOS-3  
120.825

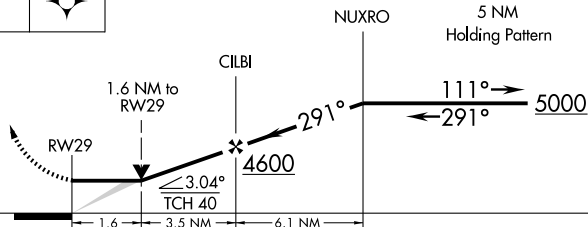
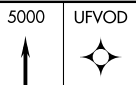
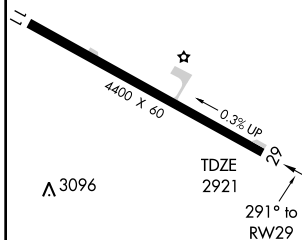
DENVER CENTER  
127.95 338.2

CTAF  
122.9



NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 2925



CATEGORY	A	B	C	D
INAV MDA	3480-1	559 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

MIRL Rwy 11-29



VOR/DME TDD  
**108.6**  
Chan **23**

APP CRS  
**272°**

Rwy Idg	<b>4400</b>
TDZE	<b>2921</b>
Apt Elev	<b>2925</b>

VOR/DME RWY 29

THEDFORD/ THOMAS COUNTY (TIF)

**T** When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet.

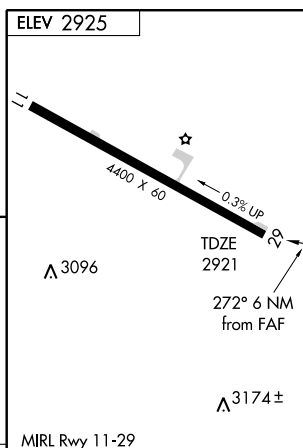
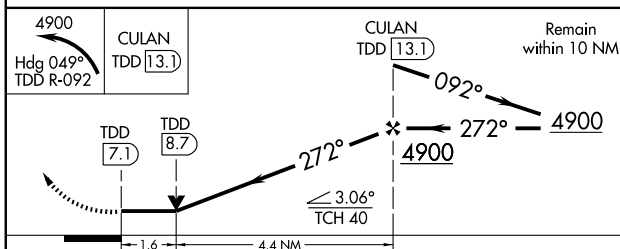
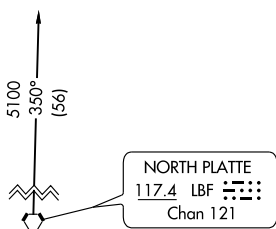
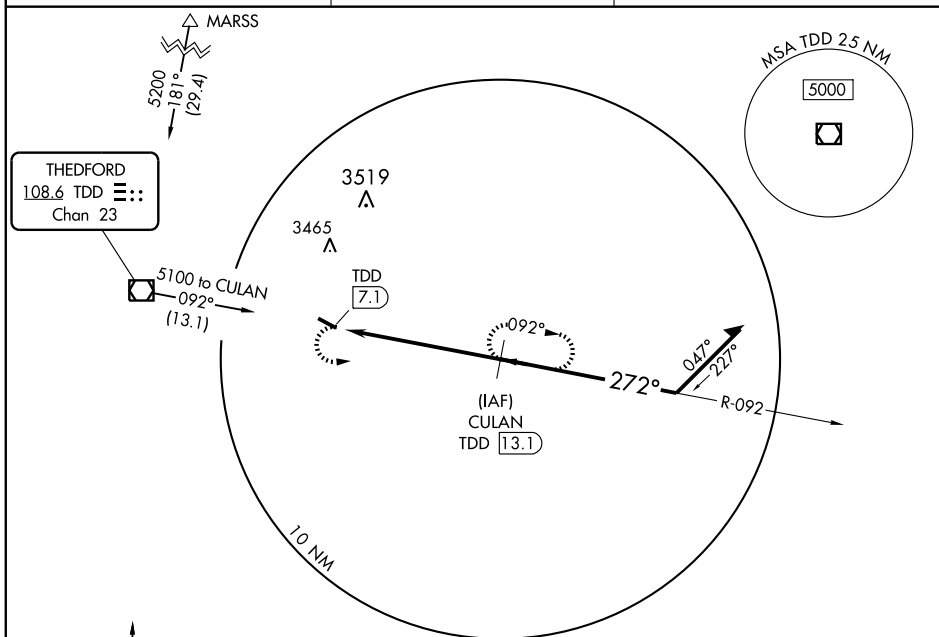
**A** NA VDP NA when using North Platte altimeter setting.

**MISSED APPROACH:** Climbing left turn to 4900 via heading 049° and TDD R-092 to CULAN/TDD 13.1 DME and hold.

AWOS-3  
120.825

DENVER CENTER  
127.95 338.2

CTAF  
122.9



CATEGORY	A	B	C	D						
S-29	3480-1	559 (600-1)	NA		Knots	60	90	120	150	180
CIRCLING	3480-1	555 (600-1)	NA		Min:Sec					

VOR/DME TDD <b>108.6</b> Chan <b>23</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev <b>4400</b> <b>2925</b> <b>2925</b>
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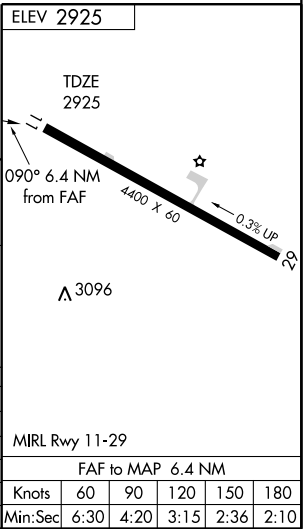
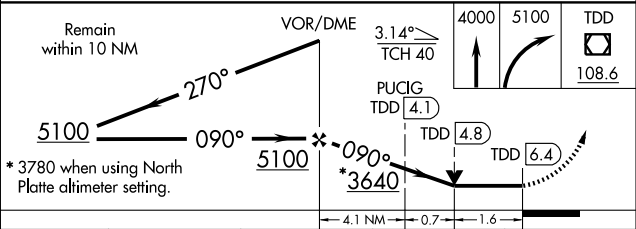
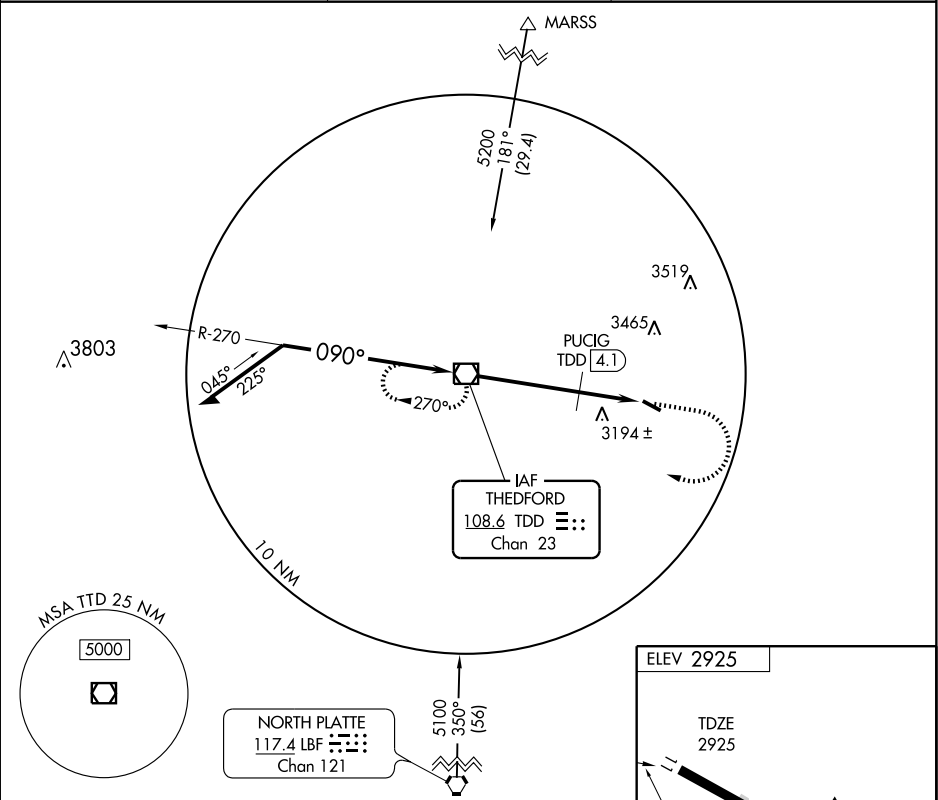
VOR RWY 11  
THEDFORD/ THOMAS COUNTY (TIF°)

▼  
▲ NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet, increase S-11 Cat B and circling Cat B visibility ¼ mile. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing right turn to 5100 direct TDD VOR/DME and hold.

AWOS-3 <b>120.825</b>	DENVER CENTER <b>127.95 338.2</b>	CTAF <b>122.9</b>
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CATEGORY	A	B	C	D						
S-11	3640-1	715 (800-1)		NA	MIRL Rwy 11-29					
CIRCLING	3640-1	715 (800-1)		NA						
PUCIG FIX MINIMUMS					FAF to MAP 6.4 NM					
S-11	3500-1	575 (600-1)		NA	Knots	60	90	120	150	180
CIRCLING	3500-1	575 (600-1)		NA	Min:Sec	6:30	4:20	3:15	2:36	2:10

NDB VTN <b>314</b>	APP CRS <b>321°</b>	Rwy Idg TDZE Apt Elev	<b>4703</b> <b>2588</b> <b>2591</b>
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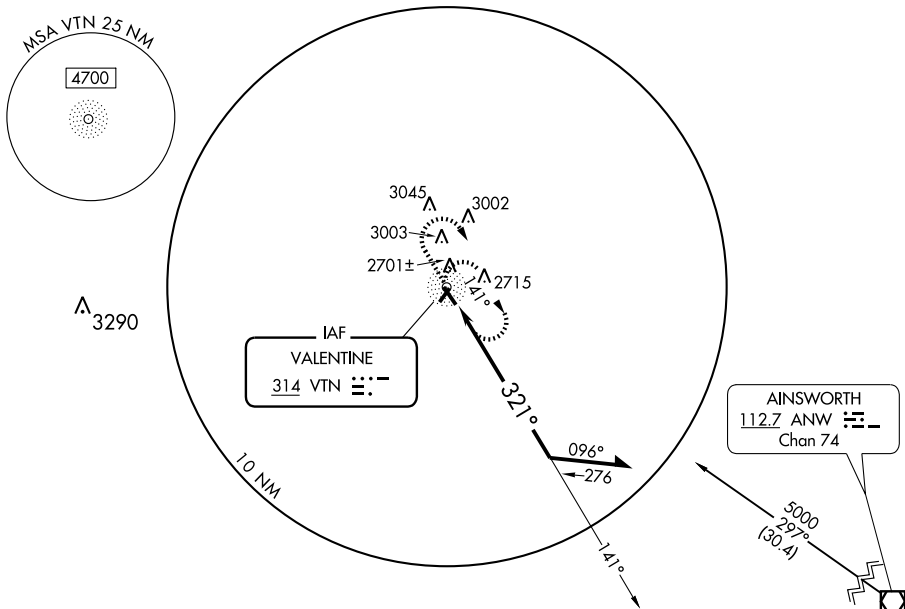


MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct VTN NDB and hold.

ASOS  
**118.075**

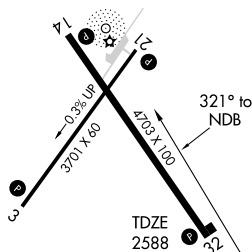
DENVER CENTER  
**127.95 338.2**

UNICOM  
**122.8 (CTAF) 0**

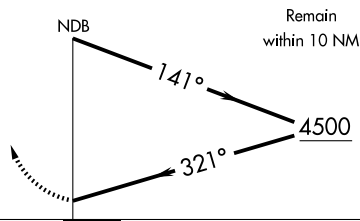


NC-2. 17 DEC 2009 to 14 JAN 2010

ELEV 2591



4000 ↑	5000 ↷	VTN 314
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REIL Rwy 32 0  
MRL Rwy 3-21 and 14-32 0

CATEGORY	A	B	C	D
S-32	3400-1 812 (900-1)	3400-1¼ 812 (900-1¼)	NA	
CIRCLING	3400-1 809 (900-1)	3400-1¼ 809 (900-1¼)	NA	

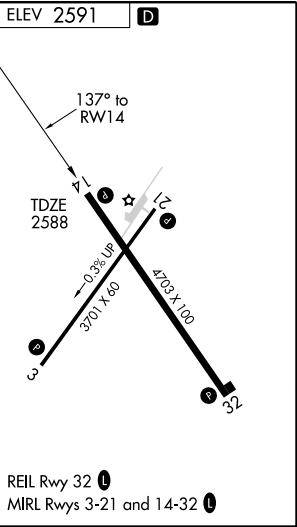
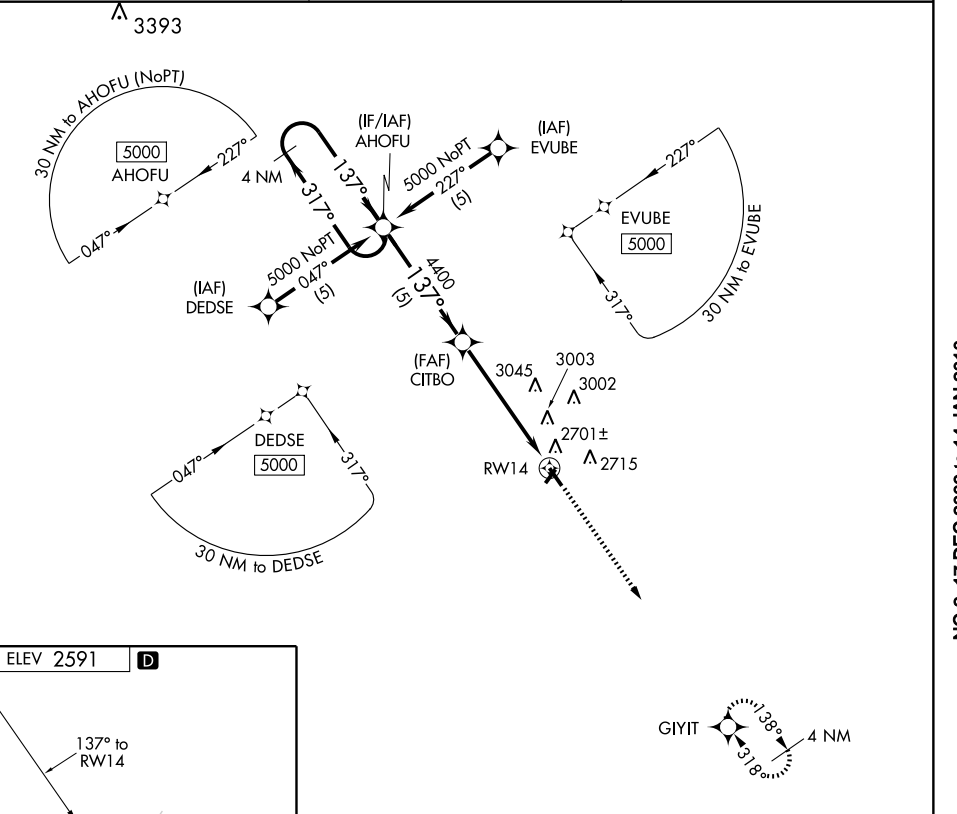
APP CRS <b>137°</b>	Rwy Idg <b>4703</b> TDZE <b>2588</b> Apt Elev <b>2591</b>
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RNAV (GPS) RWY 14

VALENTINE/MILLER FIELD (VTN)

<div><div></div><div>DME/DME RNP-0.3 NA.</div></div>	MISSED APPROACH: Climb to 5000 direct GIYIT and hold.
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ASOS <b>118.075</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
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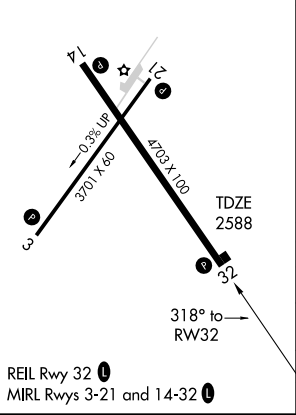
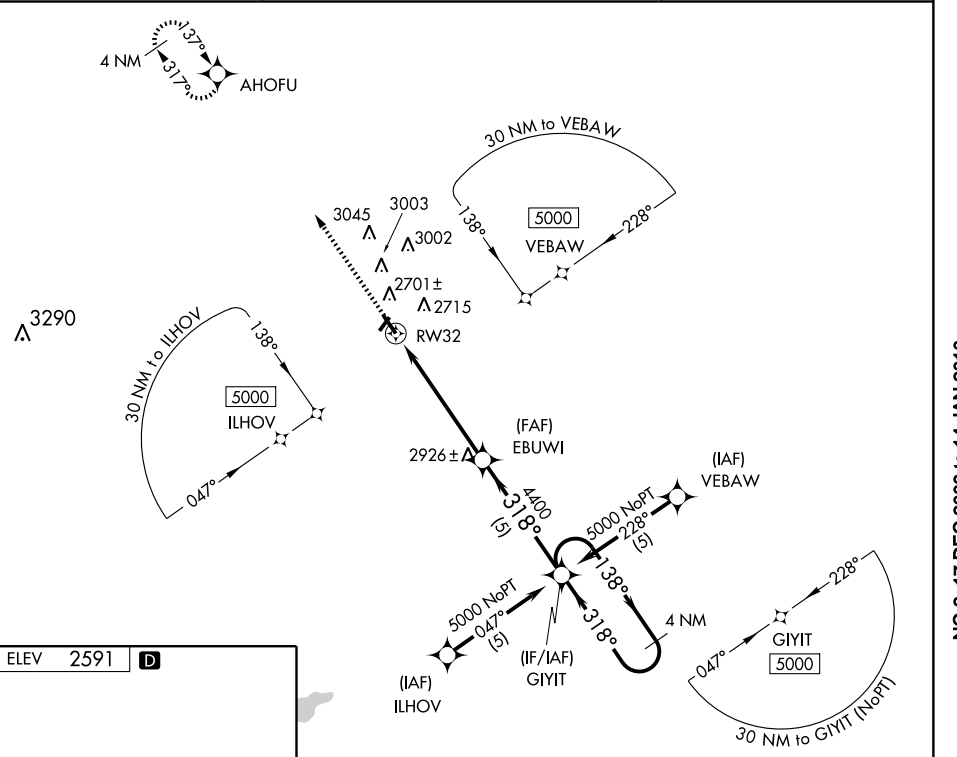





<div>4 NM Holding Pattern</div> <div>AHOFU</div>				5000	GIYIT
<div>5000 ← 317° → 137° →</div> <div>CITBO</div> <div>4400</div> <div>1.9 NM to RWY 14</div> <div>RWY 14</div>					
<div>5 NM</div> <div>3.6 NM</div> <div>1.9 NM</div>					
CATEGORY	A	B	C	D	
LNAV MDA	3240-1	652 (700-1)	NA		
CIRCLING	3240-1	649 (700-1)	NA		

 DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -20°C (-4°F).

MISSED APPROACH: Climb to 5000 direct  
AHOFU and hold.

ASOS <b>118.075</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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5000		AHOFU	*LNAV only.		GIYIT	4 NM Holding Pattern
			EBUWI		138° → 5000	
		*1.8 NM to RWY 32		318°		GS 3.00° TCH 40
1.8		3.7 NM		5 NM		
CATEGORY	A	B	C	D		
LPV DA	2840-1	252 (300-1)	NA			
LNAV/VNAV DA	2960-1¼	372 (400-1¼)	NA			
LNAV MDA	3180-1	592 (600-1)	NA			
CIRCLING	3180-1¼	589 (600-1¼)	NA			



WAAS CH <b>48907</b> <b>W20A</b>	APP CRS <b>198°</b>	Rwy Idg TDZE Apt Elev	<b>4100</b> <b>1224</b> <b>1224</b>
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# RNAV (GPS) RWY 20

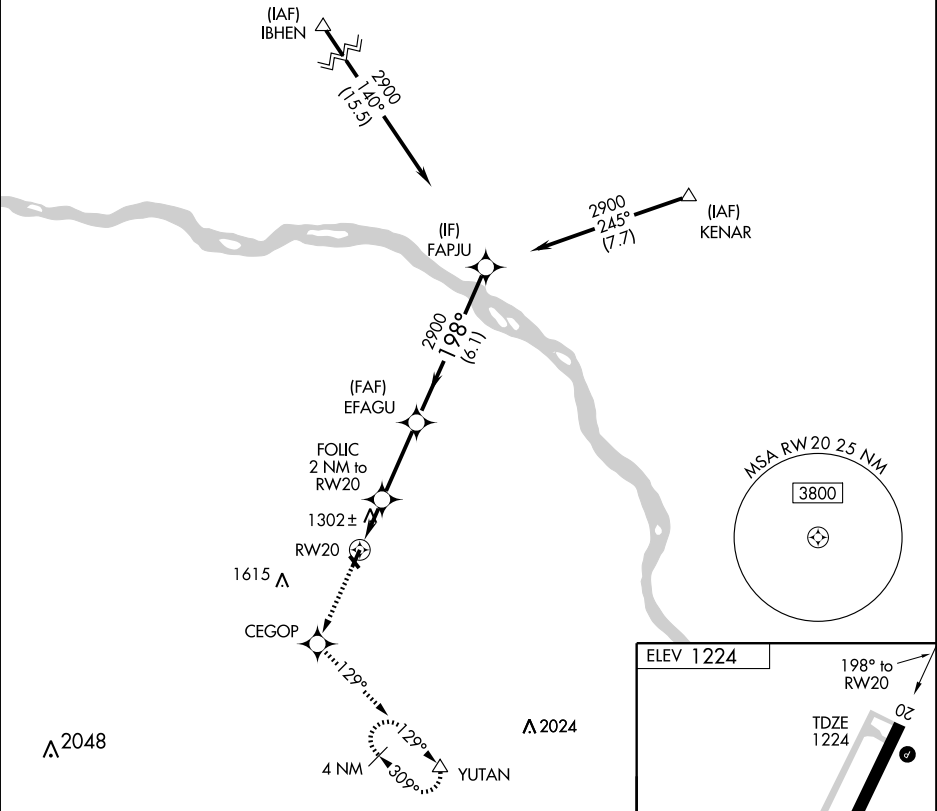
WAHOO MUNI (AHQ)

**NA** DME/DME RNP-0.3 NA. Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase DA 25 feet and all MDA 40 feet.

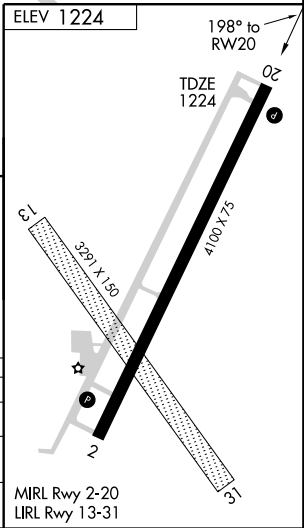
**MISSED APPROACH:** Climb to 4000 direct CEGOP and via 129° track to YUTAN and hold, continue climb-in-hold to 4000.

OMAHA APP CON  
**120.1 354.05**

UNICOM  
**122.7 (CTAF) 0**



4000	CEGOP	YUTAN	EFAGU	FAPJU
↑	129° TRK	△		
* LNAV only				
	RW20	FOLIC 2 NM to RW20	1900*	2900
	2 NM	3 NM	6.1 NM	Procedure Turn NA
CATEGORY	A	B	C	D
LPV DA	1507-1	283 (300-1)		NA
LNAV MDA	1600-1	376 (400-1)		NA
CIRCLING	1760-1	536 (600-1)		NA



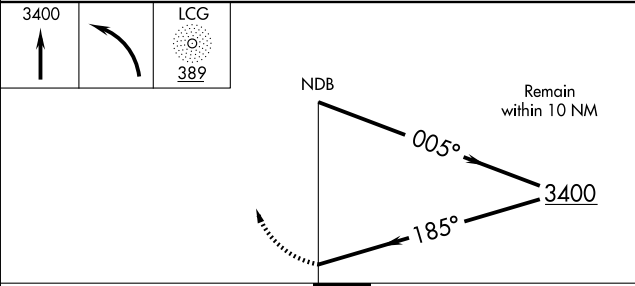
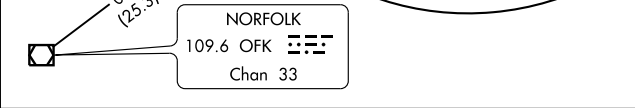
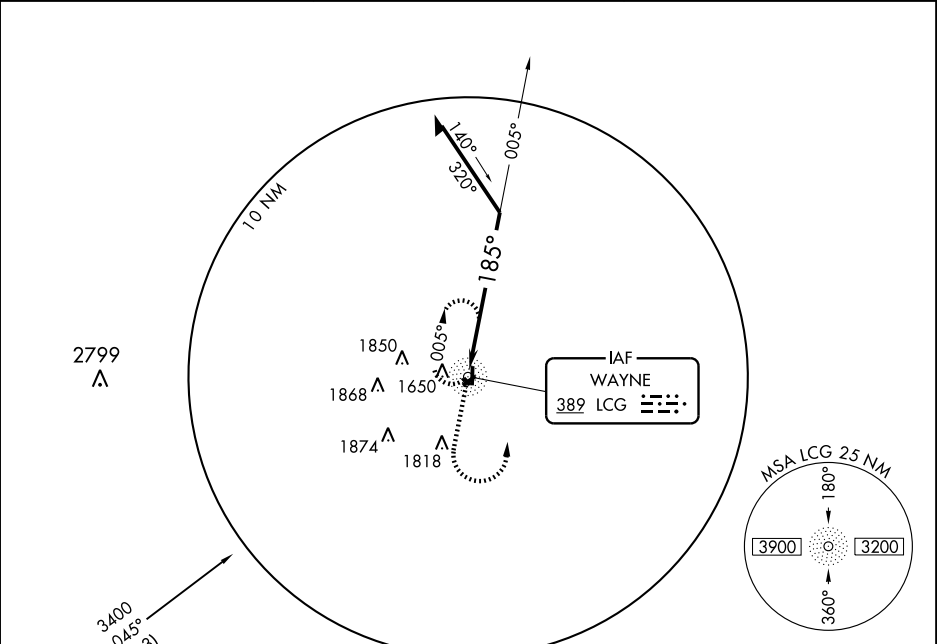
NDB RWY 17  
WAYNE MUNI (LCG)

NDB LCG	APP CRS	Rwy Idg TDZE Apt Elev	4200 1427 1431
389	185°		

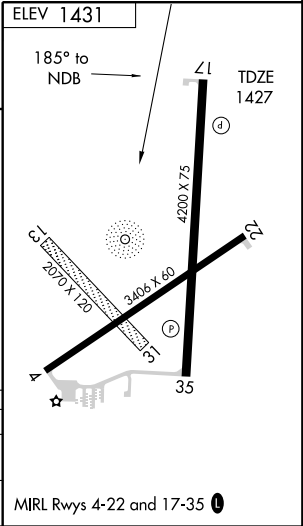
When local altimeter setting not received,  
use Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3400 then left turn  
direct LCG NDB and hold.

AWOS-3 120.125	STIOUX CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	2100-1	673 (700-1)	NA	
CIRCLING	2100-1	669 (700-1)	NA	





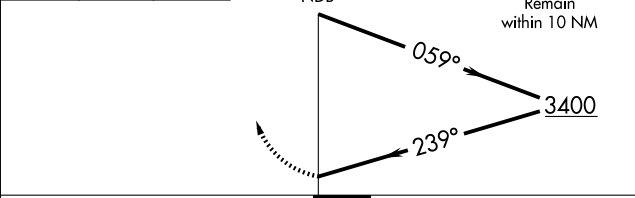
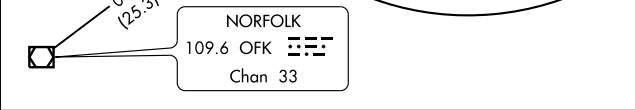
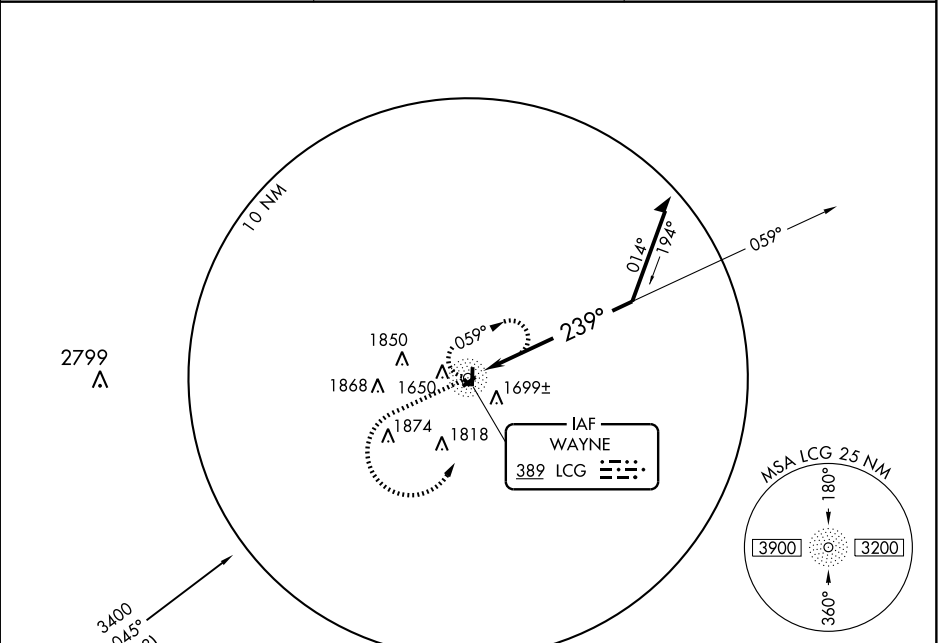
NDB RWY 22  
WAYNE MUNI (LCG)

NDB LCG	APP CRS	Rwy Idg TDZE Apt Elev	3406 1430 1431
389	239°		

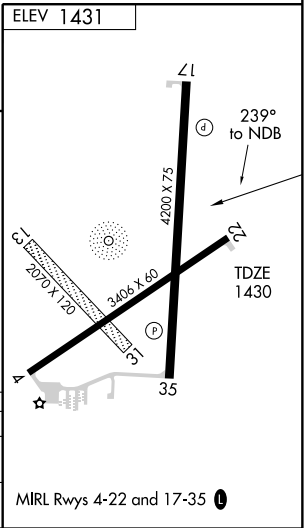
When local altimeter setting not received,  
use Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3400 then left turn  
direct LCG NDB and hold.

AWOS-3 120.125	STIOUX CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-22	2140-1	710 (800-1)	NA	
CIRCLING	2140-1	709 (800-1)	NA	



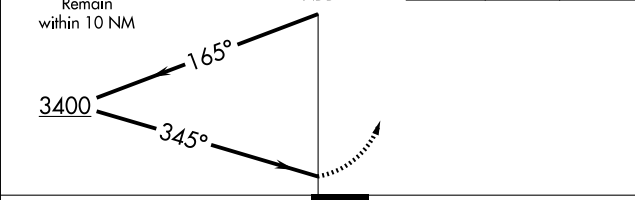
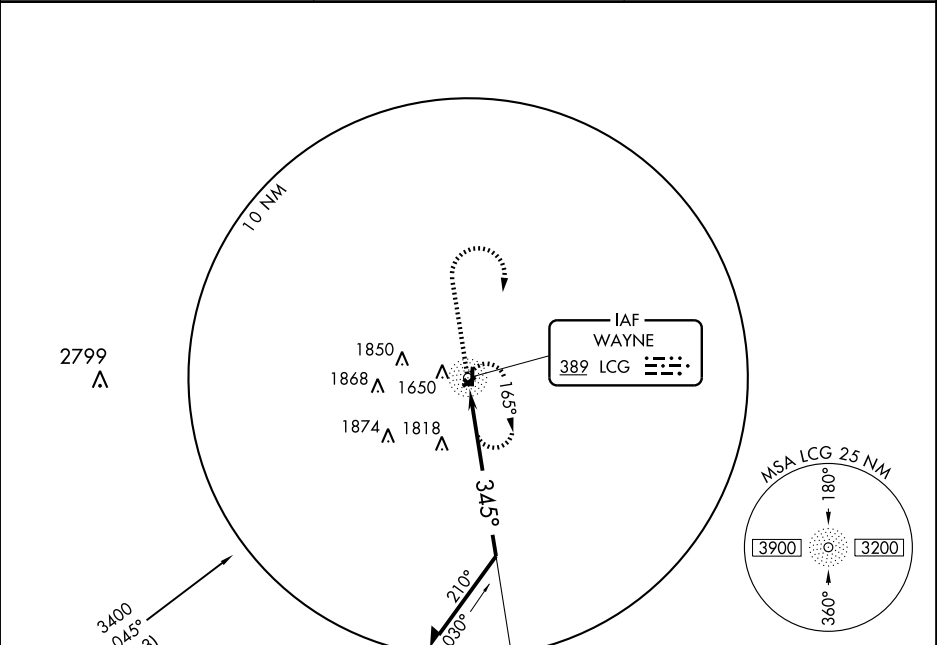
NDB RWY 35  
WAYNE MUNI (LCG)

NDB LCG	APP CRS	Rwy Idg TDZE Apt Elev	4200 1431 1431
389	345°		

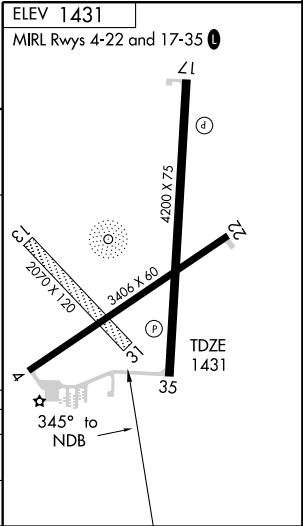
When local altimeter setting not received,  
use Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3400 then right turn  
direct LCG NDB and hold.

AWOS-3 120.125	SIoux CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) 0
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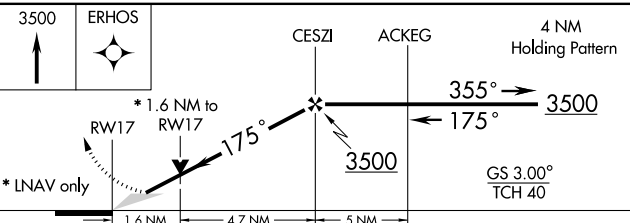
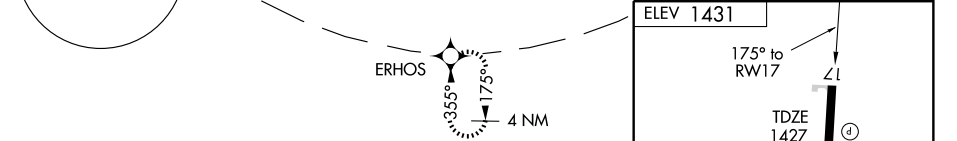
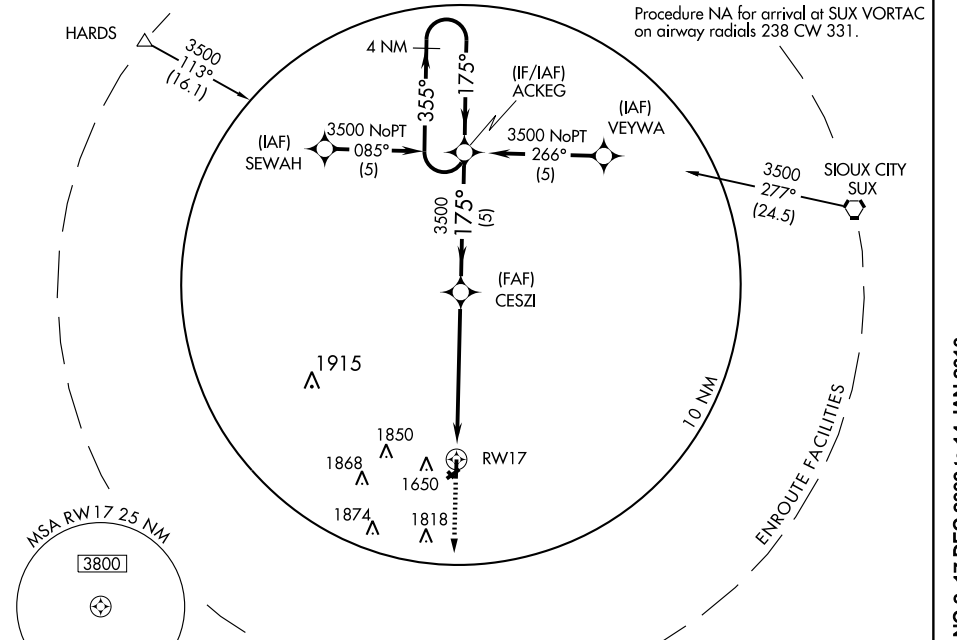
CATEGORY	A	B	C	D
S-35	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	
CIRCLING	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	



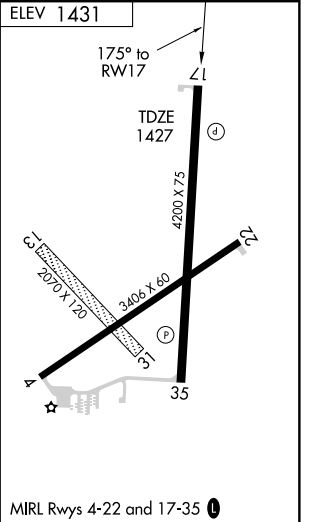
BARO-VNAV NA below -17C (2F). DME/DME RNP 0.3 NA. If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting.

MISSED APPROACH: Climb to 3500 direct ERHOS and hold.

AWOS-3 120.125	SIOUX CITY APP CON ★ 124.6 307.0	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1680-1	253 (300-1)		NA
LNNAV/VNAV DA	1840-1½	413 (500-1½)		NA
LNNAV MDA	1980-1	553 (600-1)		NA
CIRCLING	2000-1½	569 (600-1½)		NA



NC-2, 17 DEC 2009 to 14 JAN 2010



APP CRS  
**355°**

Rwy Idg **4200**  
TDZE **1431**  
Apt Elev **1431**

**RNAV (GPS) RWY 35**  
WAYNE MUNI (LCG)



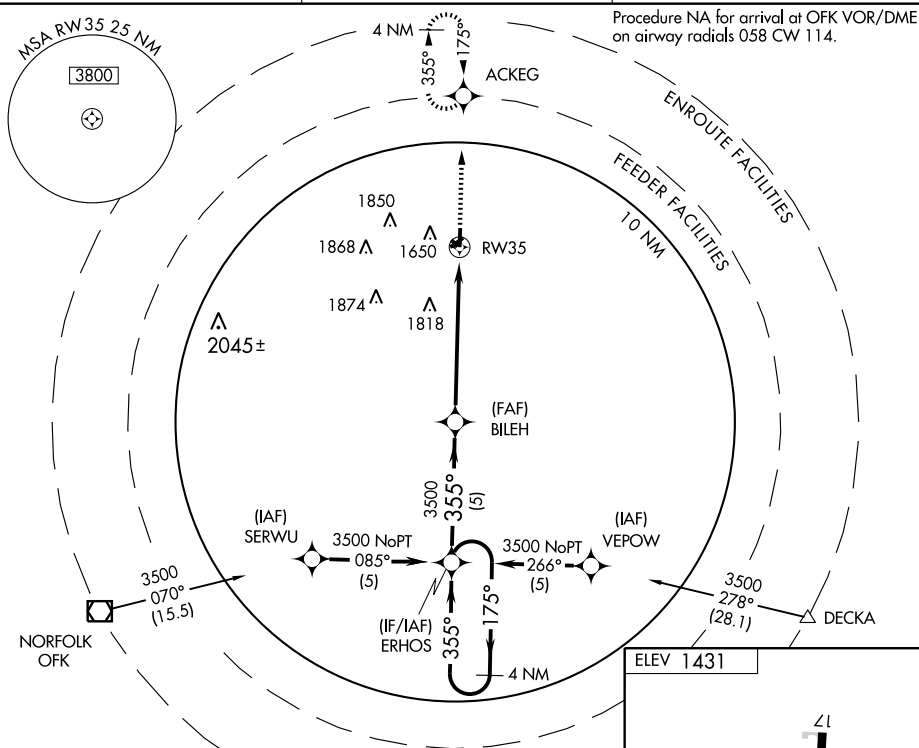
If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ACKEG and hold.

AWOS-3  
**120.125**

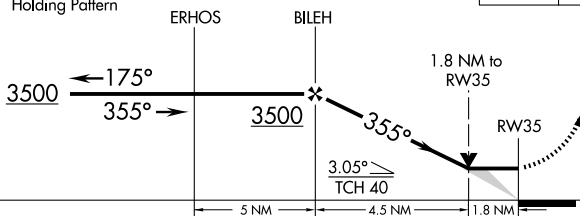
SIoux CITY APP CON ★  
**124.6 307.0**

UNICOM  
**122.8 (CTAF) 0**



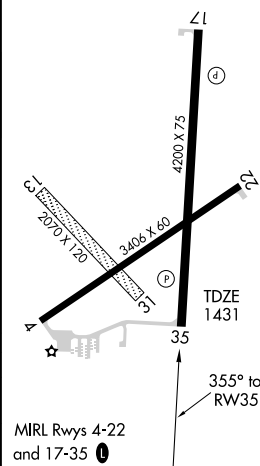
ELEV 1431

4 NM  
Holding Pattern



3500

ACKEG





MRL Rwy 4-22  
and 17-35 0

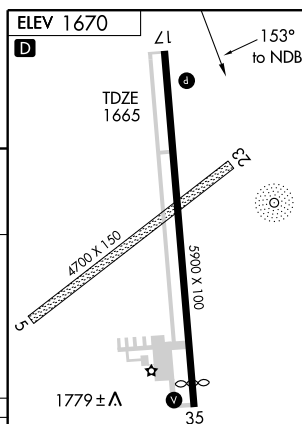
NDB RWY 17  
YORK MUNI (JYR)

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 3300 direct JYR NDB and hold.

[illegible]

3000	3300	JYR
		
		<u>257</u>

CATEGORY	A	B	C	D
S-17	2300-1	635 (700-1)	2300-1 <sup>3</sup> / <sub>4</sub> 635 (700-1 <sup>3</sup> / <sub>4</sub> )	NA
CIRCLING	2300-1	630 (700-1)	2300-1 <sup>3</sup> / <sub>4</sub> 630 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

MIRL Rwy 17-35 **L**

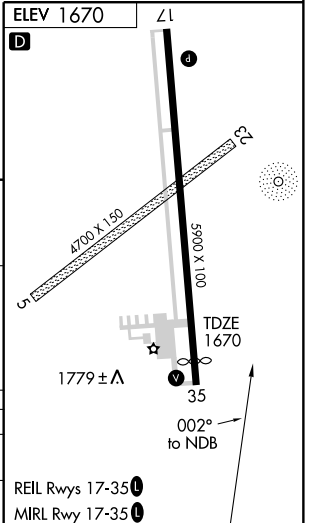
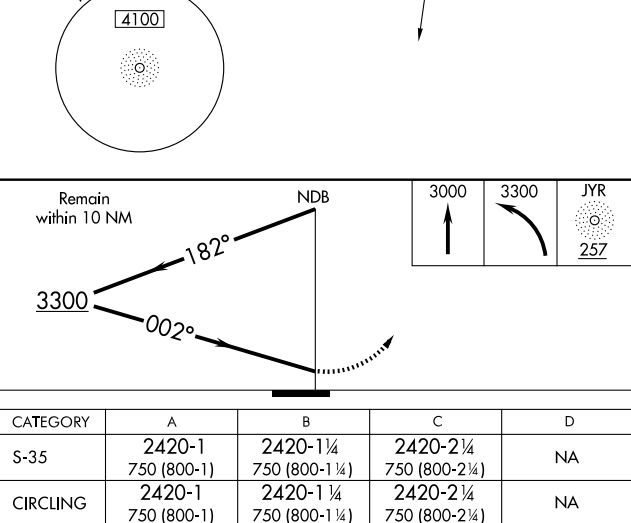
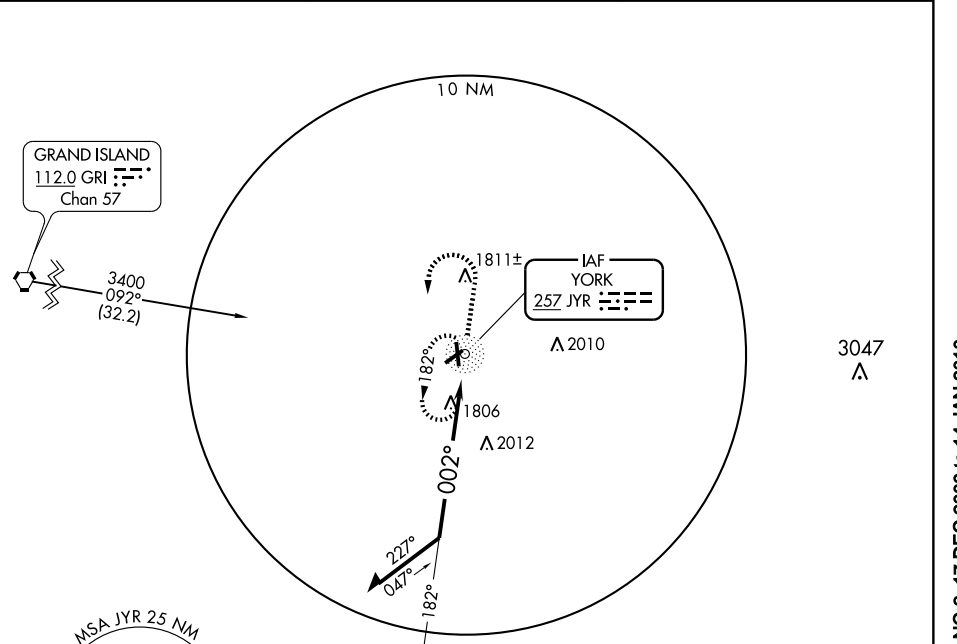
▼

▲ NA

When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3300 direct JYR NDB and hold.

AWOS-3 124.175	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF) 0
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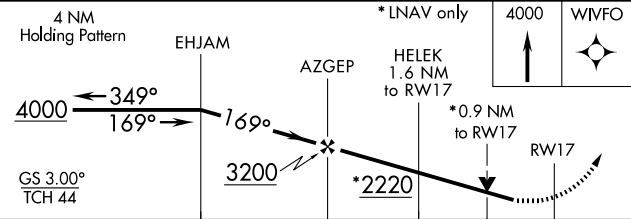
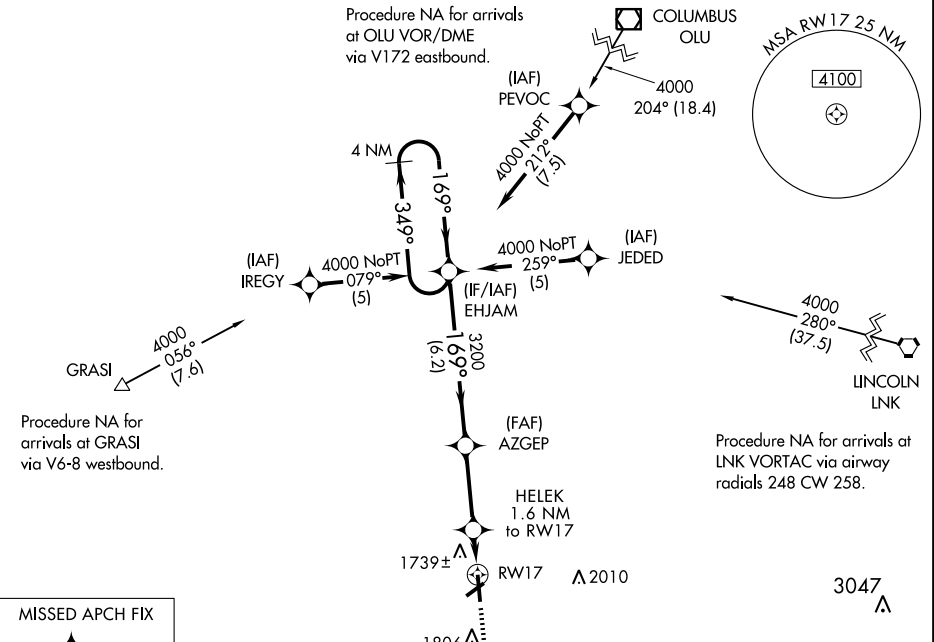
WAAS CH <b>86301</b> <b>W17A</b>	APP CRS <b>169°</b>	Rwy Idg TDZE Apt Elev	<b>5900</b> <b>1665</b> <b>1670</b>
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RNAV (GPS) RWY 17  
YORK MUNI (JYR)

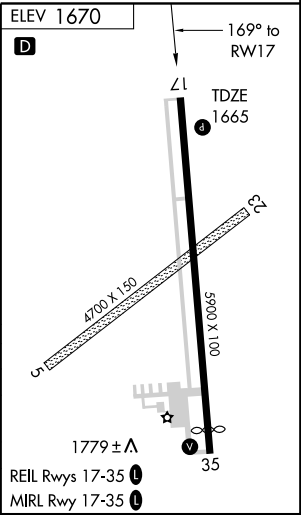
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV and LNAV/VNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

**MISSED APPROACH:**  
Climb to 4000 direct  
WIVFO and hold.

AWOS-3 <b>124.175</b>	MINNEAPOLIS CENTER <b>119.4 278.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1915-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	2031-1 1/4	366 (400-1 1/4)		NA
LNAV MDA	2000-1	335 (400-1)		NA
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1 1/2 450 (500-1 1/2)	NA





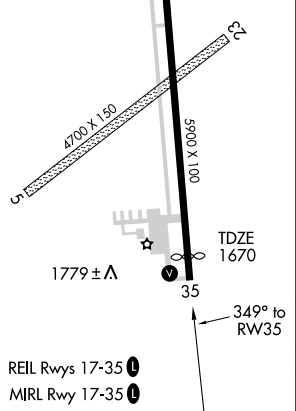
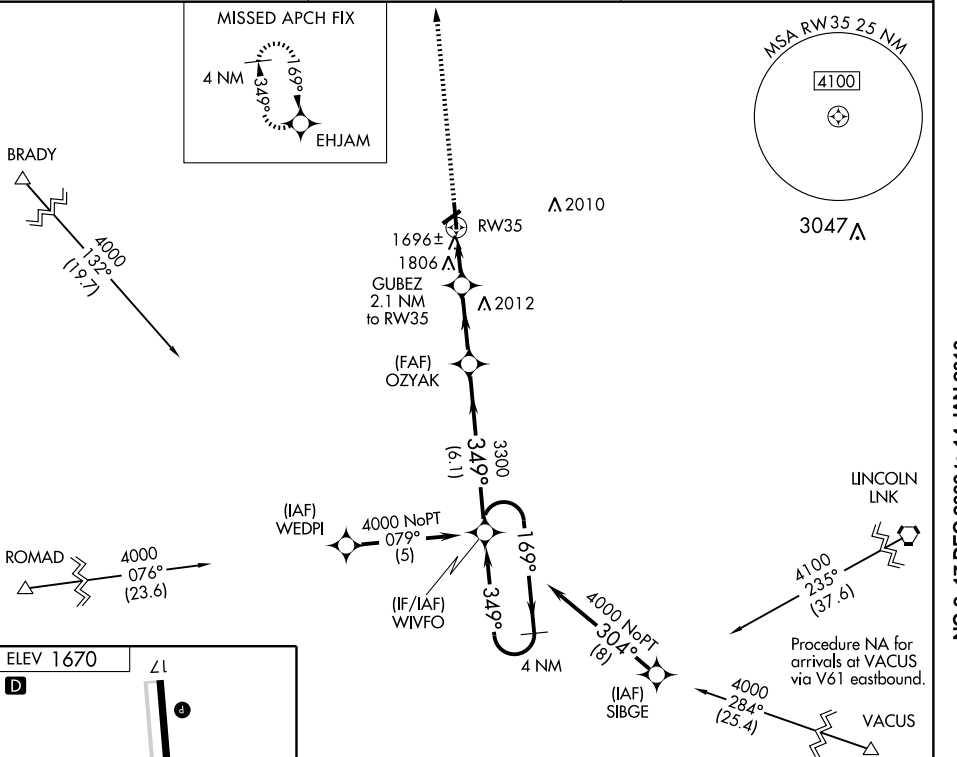
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV, all LNAV/VNAV, and Cat C LNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH:  
Climb to 4000 direct EHJAM and hold.

AWOS-3 124.175	MINNEAPOLIS CENTER 119.4 278.8	UNICOM 122.8 (CTAF) 0
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4000	EHJAM	*LNAV only	OZYAK	WIVFO	169° → 4000	← 349°
		GUBEZ 2.1 NM to RW35				
		*1.2 NM to RW35				
		*2380	3300			
		1.2 NM	0.9 NM	2.8 NM	6.1 NM	
CATEGORY	A	B	C	D		
LPV DA	1920-3¼	250 (300-¾)		NA		
LNAV/VNAV DA	2004-1¼	334 (400-1¼)		NA		
LNAV MDA	2060-1	390 (400-1)		NA		
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1 450 (500-1½)	2120-1½ 450 (500-1½)		NA

NC-17 DEC 2009 to 14 JAN 2010